



BOOK OF THE ROYAL BLUE



MOUNTAIN HUNTERS



CLOSE SEASONS FOR GAME IN UNITED STATES
AND CANADA, 1908

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The Baltimore & Ohio

TO THE SOUTH THROUGH

WASHINGTON GATEWAY

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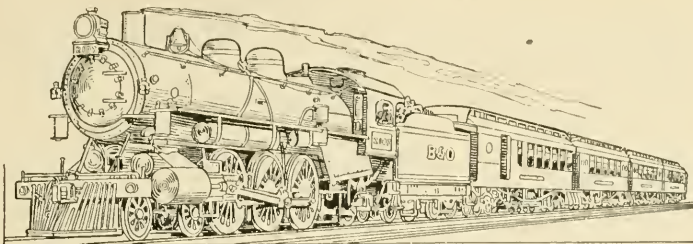
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☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the “Royal Limited,” making the run in each direction in FIVE HOURS.

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== THE == “Royal Limited”

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S C H E D U L E S

NORTHBOUND.

Lv. Washington.....	3.00 pm
New Union Station.	
Ar. Baltimore.....	3.44 pm
Camden Station.	
Lv. Baltimore.....	3.48 pm
Camden Station.	
Lv. Baltimore.....	3.52 pm
Mt. Royal Station.	
Ar. Wilmington.....	5.17 pm
Ar. Philadelphia.....	5.50 pm
24th and Chestnut.	
Ar. New York.....	8.00 pm
Liberty Street.	
Ar. New York.....	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York.....	3.50 pm
23d Street.	
Lv. New York.....	4.00 pm
Liberty Street.	
Lv. Philadelphia.....	6.12 pm
24th and Chestnut.	
Lv. Wilmington.....	6.44 pm
Ar. Baltimore.....	8.09 pm
Mt. Royal Station.	
Ar. Baltimore.....	8.13 pm
Camden Station.	
Lv. Baltimore.....	8.16 pm
Camden Station.	
Ar. Washington.....	9.00 pm
New Union Station.	

New York City

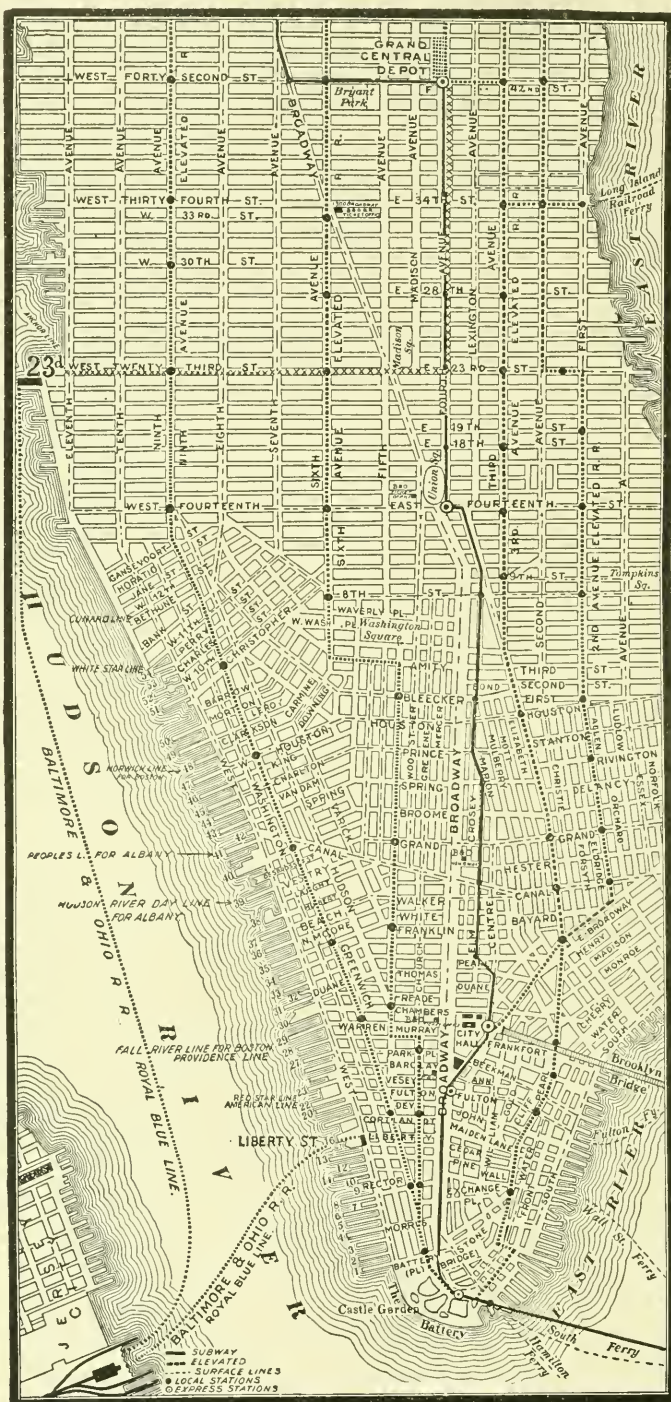
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LOWER HARBOR

BOOK OF THE ROYAL BLUE

OCTOBER, 1908

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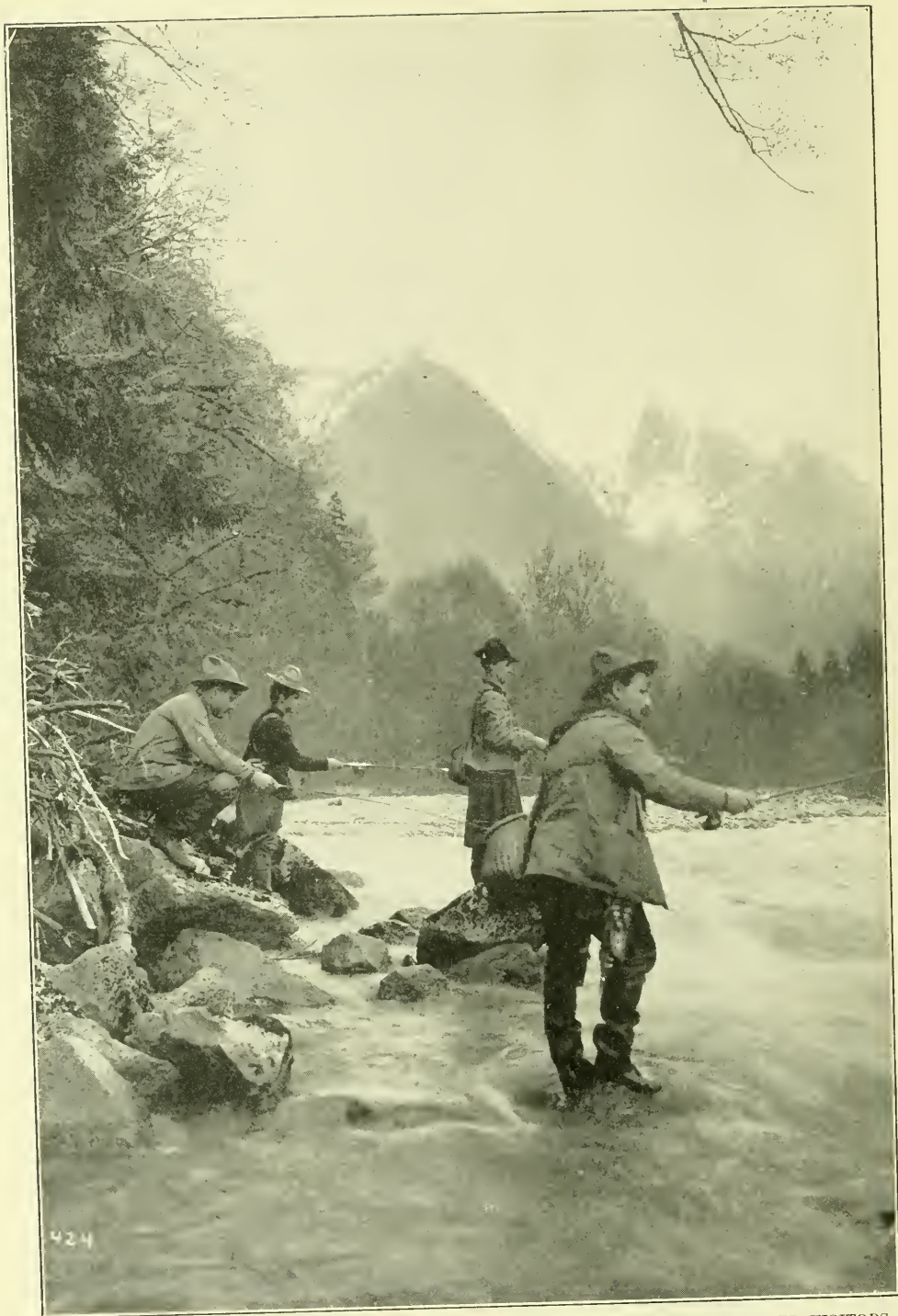
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PRICE, 5 CENTS.

50 CENTS PER YEAR.



ANGLING IN THE SKYKOMISH RIVER—ONE OF THE SPORTS THAT WILL BE OFFERED VISITORS
TO THE ALASKA-YUKON EXPOSITION AT SEATTLE IN 1909

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XII.

BALTIMORE, OCTOBER, 1908.

NO. 1.

Close Seasons for Game in the United States and Canada, 1908

COMPILED BY T. S. PALMER AND HENRY OLDYS, FOR THE UNITED STATES DEPARTMENT OF AGRICULTURE BIOLOGICAL SURVEY.



THE following table shows the close seasons for game in the United States and Canada. A few unimportant species and the numerous local exceptions in Maine, New York, Michigan, Wisconsin, Washington and Oregon have been omitted. The State laws of Maryland and the most general of the county laws of North Carolina have been followed. All the omitted seasons are published in Farmers' Bulletin No. 336, "Game Laws for 1908," and the county seasons of Maryland and North Carolina are published in Poster No. 18 of the Biological Survey. These publications may be had free on application to the Secretary of Agriculture, Washington, D. C.

The first date of the close season and the first date of the open season are given; *open seasons may be found by reversing the dates.*

The term rabbit includes "hare" of the Canadian laws; quail, the bird known as "partridge" in the South; grouse, includes Canada grouse, sharp-tailed grouse, ruffed grouse (known as "partridge" in the North and "pheasant" in the South), and all other members of the family except prairie chickens, ptarmigan and sage hens; introduced pheasant is restricted to the Old World pheasants; and goose includes "brant."

States are arranged geographically and grouped according to the Hallock code.

[Revised to August 1, 1908.]

1—Certain local exceptions. 2—Certain species. 3—Additional open seasons, included in following list: PLOVER, RAIL: Ohio, Mar. 1-Apr. 21. SNIBE: New Jersey, Mar. 1-May 1 (Wilson snipe only); Ohio, Mar. 1-Apr. 20. WOODCOCK: Maryland, July 1-Aug. 1. DUCK, GOOSE, SWAN: Indiana, Oct. 1-Nov. 10; Michigan (bluebill, butterball, canvasback, pintail, redhead, spoonbill, whistler, widgeon and sawbill ducks, goose, brant), Mar. 2-Apr. 26; Ohio, Mar. 1-Apr. 21. BIG GAME: Unorganized territories, July 15-Oct. 1. CARIBOU: Newfoundland, Aug. 1-Oct. 1. SQUIRREL: Kentucky, June 15-Sept. 15; Indiana, Aug. 1-Oct. 1. 4—Except west of Blue Ridge, Jan. 1-Nov. 1. 5—The northern section includes the ten counties of Bergen, Essex, Hudson, Hunterdon, Morris, Passaic, Somerset, Sussex, Union and Warren; the southern section the remaining counties in the State. 6—Altitudes above 7,000 feet, May 2-Sept. 15. 7—Alexandria County, to Sept. 1, 1910; Isle of Wight and Southampton counties, Jan. 15-Sept. 1. 8—Except south of Canadian Pacific Railroad between Mattawa and Manitoba boundary, Nov. 16-Nov. 1. 9—Except crested quail, to Nov. 1, 1920. 10—Upland plover only. 11—Except blue-wing teal, Louisiana, April 15-Oct. 1. 12—Except wood duck, Louisiana, Mar. 1-Nov. 1; Massachusetts, to Sept. 1, 1911; New Hampshire, to Mar. 7, 1912; Tennessee, Apr. 15-Aug. 1;

CLOSE SEASONS FOR GAME IN THE UNITED STATES AND CANADA 3

MAMMALS.										BIRDS PROTECTED IN A FEW STATES ONLY.	
STATE.	DEER. ¹	ELK. ²	MOOSE. ³	CARIBOU. ³	ANTELOPE.	SHEEP GOATS. ¹	SQUIRREL. ²	RABBIT.	INTRODUCED PHEASANT. ²	PTARMIGAN. ¹	
1	Dec. 16-Oct. 1	All the year	Dec. 1-Oct. 15	To Oct. 15, 1911			To May 1, 1911	Apr. 1-Sept. 1	To Apr. 28, 1913	1	
2	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	2	Nebaska
3	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	3	Colorado
4	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	4	Washington
5	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	5	New Mexico
6	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	6	Alaska
7	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	7	Idaho
8	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	8	Yukon
9	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	9	Alberta
10	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	10	Saskatchewan
11	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	11	British Columbia
12	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	12	Nov Scotia
13	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	13	Newfoundland
14	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	14	
15	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	15	
16	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	16	
17	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	17	
18	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	18	Nebaska
19	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	19	Montana
20	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	20	Wyoming
21	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	21	Colorado
22	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	22	Idaho
23	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	23	Utah
24	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	24	Nevada
25	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	25	Wyoming
26	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	26	Idaho
27	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	27	Montana
28	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	28	Wyoming
29	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	29	Idaho
30	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	30	Montana
31	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	31	Wyoming
32	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	32	Idaho
33	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	33	New Jersey
34	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	34	Delaware
35	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	35	Maryland
36	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	36	Dist. Columbia
37	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	37	
38	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	38	New Jersey
39	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	39	New York
40	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	40	Long Island
41	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	41	South Dakota
42	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	42	Nebaska
43	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	43	Wyoming
44	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	44	Colorado
45	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	45	Tennessee
46	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	46	Louisiana
47	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	47	California
48	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	48	Utah
49	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	49	Hawaii
50	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	50	Alberta
51	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	51	Saskatchewan
52	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	52	British Columbia
53	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	53	Nov Scotia
54	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	54	Pr. Edward Isd*
55	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	55	Newfoundland
56	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	56	
57	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	57	Nebaska
58	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	58	South Dakota
59	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	59	North Dakota
60	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	60	Colorado
61	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	61	Washington
62	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	62	Idaho
63	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	63	Alberta
64	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	64	Saskatchewan
65	Dec. 16-Oct. 1	All the year	All the year	All the year			Dec. 1-Sept. 15	May 1-Sept. 15	To Oct. 1, 1909	65	Yukon

NORTHERN.

SOUTHERN.

PACIFIC.

CANADA.

Virginia, Jan. 1-Aug. 1. 13—Goose only. 14—Swan only. 15—Except swan: Idaho, to Mar. 14, 1911; New Jersey (south), Mar. 16-Nov. 1; North Dakota, Oct. 15-Sept. 1; Wisconsin and Wyoming, all the year. 16—Except with dogs or snares. 17—Sheep only. 18—Except goat, Feb. 2-Apr. 1. 19—Except upland plover: Massachusetts, until July 15, 1910; New Jersey, Oct. 1-Aug. 1; Vermont, Dec. 1-Aug. 1; Manitoba, Jan. 1-July 1. 20—Hunting prohibited in the District of Columbia except on the marshes of the Eastern Branch north of the Anacostia Bridge and on the Virginia shore of the Potomac. 21—Except quail east of the Cascades, in 1908, Sept. 12-15. 22—Sec. 608, ch. 169, Laws of 1905, prohibits hunting any game except waterfowl, Oct. 1-Nov. 10. 23—Nov. 4, 6, 11, 13. 24—Except brant, Long Island, May 1-Oct. 1; Prince Ed-

ward Island, June 10-Oct. 1. 25—In Coos and Carroll counties only; in Grafton County, Dec. 15-Nov. 1; in Belknap, Cheshire, Hillsborough, Merrimack, Rockingham, Strafford and Sullivan counties, Dec. 15-Dec. 1. 26—In the following twenty counties the deer season is closed to 1910 or later: Ashe, Caswell, Chatham, Cherokee, Davidson, Forsyth, Guilford, McDowell, Montgomery, Moore, Randolph, Richmond, Rockingham, Scotland, Stanley, Stokes, Surry, Watauga, Wilkes and Yadkin. 27—Moose, caribou and sheep north of latitude 62°, Dec. 11-Aug. 2; caribou on the Kenai Peninsula to Aug. 20, 1912. 28—Sheep protected all the year south of the Canadian Pacific Railroad between the coast and the Columbia River, from Revelstoke to the international boundary.

* Laws of 1908 not received.



Hunting Grounds of Maryland and West Virginia



COMMENCING in the extreme northeastern corner of Maryland and following the line of the Baltimore & Ohio Railroad westward across both states, many kinds of game and fish can be found.

The Susquehanna River is famous for its shad fisheries and the Susquehanna Flats

ties are the marshes of the Gunpowder River, convenient hiding places for snipe, rail and reed bird and duck. The Gunpowder and its tributaries also abound in "gudgeon," which are popular among small sportsmen in the early spring.

Baltimore County, as well as Cecil and Harford, borders on the headwaters of the Chesapeake Bay. As the weather becomes cool, yellow perch and rock become abun-



WHERE TURKEYS ABOUND IN THE WEST VIRGINIA MOUNTAINS

for duck shooting. The river forms the boundary between Cecil and Harford Counties, Maryland; emptying into the Chesapeake Bay at Havre de Grace, which is the most convenient town for sportsmen's headquarters for this section. In both counties special game laws prevail, made necessary for the protection of game on account of the superabundance thereof, and the possible greed of irresponsible hunters from the crowded eastern cities to bag more than a reasonable share.

Between Harford and Baltimore Coun-

dant in the brackish waters of the rivers emptying into the Bay.

The Baltimore & Ohio Railroad from Baltimore to Washington crosses Howard and Prince George Counties, through a territory of no principal importance for any kind of game. West of Washington the railroad crosses Montgomery County and strikes the Potomac River at its confluence with the Monocacy River. From this point the Monocacy Valley extends northward through Frederick County, east of the Catoclin Mountains, the most beautiful



"TURKEYS"

agricultural section of Maryland. The surrounding country abounds in small game, such as squirrel, rabbit, pheasant and partridge or quail. "Partridge" and "quail" are synonymous in the states of Maryland, Virginia and West Virginia, partridge being the term generally applied. West of the Ohio River the name of "quail" predominates.

From Washington Junction the main line of the Baltimore & Ohio skirts the Potomac River through Frederick County and across a narrow strip of Washington County, crossing the river at Harpers Ferry, where the road enters West Virginia on its route across the Alleghany Mountains, following the border line between Maryland and West Virginia, with Washington and Allegheny Counties in Maryland on the north side of the Potomac, and Jefferson, Berkeley, Morgan, Hampshire and Mineral Counties in West Virginia on the south side, in the order named from east to west.

Throughout this valley of the Potomac River the sportsman finds many haunts in the mountainous section for wild turkey, partridge, squirrel, raccoon and rabbit, and the waters in sections abound in black bass.

Among the stopping-off places in this territory most convenient to the sportsman are North Mountain, in Berkeley County, W. Va., Cherry Run and Berkeley Springs, in Morgan County, W. Va.; Hancock, in Washington County, Md.; Great Cacapon, in Morgan County, W. Va., where the Great Cacapon River empties into the Potomac; and Green Springs, in Hampshire



TYPICAL MOUNTAIN HOME

County, W. Va., on the Potomac River, from which a branch of the railroad runs down to Romney in the same county. From Romney there are many mountain trails which lead to good hunting of wild turkey in Hampshire County. The western portion of Allegheny County, Maryland, and the northern portion of Mineral County, West Virginia, is mountainous and abounds in all kinds of game peculiar to hilly regions. The choice hunting grounds are best reached through Cumberland and Rawlins in Maryland, and Keyser and Piedmont in West Virginia.

Piedmont, W. Va., is at the foot of the great Alleghany plateau known as The Glades, which lies entirely in Garrett County, Maryland. On the plateau, which is one of the highest sections of the Alleghanies, are the summer resorts of Oakland, Mountain Lake Park and Deer Park. Here the Youghiogheny River obtains its source.

Some five or ten miles north of the railroad are the Meadow and Negro mountains, from which many trout streams wend their way to make up Deep Creek, emptying into the Youghiogheny River, and the Castleman River emptying into the Monongahela River.

A few miles west of Oakland the railroad leaves Maryland and enters West Virginia in Preston County, descending the Alleghanies from Terra Alta along the



HAUNTS OF BLACK BASS IN THE POTOMAC



THE YOUGHIOGHENY RIVER.

THE YOUGHIOGHENY RIVER FINDS ITS SOURCE IN GARRETT COUNTY

Briery Mountains through the famous Cheat River region, passing westward to Grafton, in Taylor County, and into the Tygart's Valley River region. The usual small game abounds in this section. The Cheat and Tygart River Valleys furnish wild turkey and grouse.

The Belington branch of the Baltimore & Ohio southward from Grafton follows

the Tygart's Valley River towards its source in the Cheat Mountains. Another division of the railroad runs southward from Clarksburg through Harrison, Lewis, Upshur, Braxton, Webster and Nicholas Counties, through a wild portion of the state, which affords splendid wild turkey, deer and bear hunting. Almost the entire state of West Virginia is wooded, hilly and dry.



J. C. K. 11

On the Alleghanies

By ELIHU S. RILEY



HARTMANSVILLE, on top of the Alleghanies, ten miles west of Keyser, W. Va., on the Baltimore & Ohio Railroad, and sixteen by the county road over the mountain, is a practical example of "lingering sweetness, long drawn out." It has a length, in its one street, along the public highway of nearly three-quarters of a mile, in which are located its score of dwellings, public school-house, store and church. It has its daily mail, and lies on the Northwestern Pike, scarcely

disentombed a frog nor had he ever heard a fellow miner make the same statement. Most of the miners whom I have met doubt the truth of the report current; but one, a very intelligent and straightforward man, gave it as his opinion that such was undoubtedly true, and he based his judgment upon this experience that he had in the Wabash mine some time this year. He dug out of the coal vein something that appeared to be like both snake and root, but was neither. It was found in a cavity, partially convex, a half inch high, an inch and a half wide, and two inches long.



A GROUP OF MINERS IN THE MOUTH OF "FALL-IN"

a mile from the "fall-in" of the Wabash coal mine. The mining is now being done upon the fourteen-foot vein, and gives employment to a number of the residents of this section. The mines present interesting sights to the lowlander, and a long catalogue of entertaining facts is evolved by discreet interrogatories made to the manly and intelligent miners who follow this hard and dangerous occupation.

There is one story current about mines in general that I have often tried to push to the absolute foundation, but have never yet succeeded in securing the facts that would justify the forming of a legal judgment or an historic opinion. This question is, "Has a live frog ever been found in a coal vein?" That this story is current everywhere amongst the miners seems apparent; but I have never found a miner who has

The "find" was two feet long, with a diameter of a quarter of an inch. Calling two companions in the mine with him to see the strange relic of a by-gone eon, the miner held his lamp near it, when the find began to turn and twist. This it did every time the lamp was applied to it. Thus by successive contacts with the lamp, the find shriveled up like a burnt hair, until it was reduced to a small remnant of its former self and was then thrown aside. It had no head, and the only sign of animation or movement shown was when the lamp was applied. The miner declared it was not a root. It was unfortunate that it was not preserved and sent to professional men to determine its status in botany, zoology or elsewhere in the catalogue of science.

This section is fruitful of interest—in men, in scenery, in history. It is pre-eminently a

mining country, and intense interest centers in all that concerns the miners. There are a half dozen towns and villages within seven miles of each other, each of which is vitally affected by the mining industry. They are Elk Garden, No. 6 (from the name of the mine), Sulphur, Emoryville, Nattyville and

miner, and within a few weeks there were three fatal accidents in the same mine. The partner of one of the men escaped because the falling mass broke off in triangular shape and missed him by a few feet. When I was in the mine, near a "fall-in"—that is a spot where the coal was so near the surface that



THE NORTHWESTERN TURNPIKE ACROSS THE ALLEGHANIES

Hartmansville. Every outing brings one in contact with the miners, either in going to work or returning, tired and begrimed with "honest toil." They take the dangers of their calling with the utmost philosophy. "We never know when we go in," said

when the stump was removed the earth fell in and let in the daylight—I heard one of the miners say to another, "Do not cut any farther. That place is very thin and may fall in." I thought it was prudent to move out into daylight after I had looked and seen



THE "POOLE HOUSE" ON NORTHWESTERN TURNPIKE
NEAR HARTMANVILLE

one of them to me, "whether we are going to come out." That or the next day a lump of coal came down unexpectedly, knocked this same miner over, and left him with a cut in his temple. Only two days before this four tons of the roof of a room came down at Elk Garden and killed a

that the great black column, called the stump, that was supporting the roof was getting close to the last "fall-in." The work through the veins is done in long avenues and transverse rooms. In the Wabash mine, near Hartmansville, the vein is so managed to support the roof of the

mine to the best advantage to work the coal out. Finally, a point is reached where propping will no longer sustain the undermined roof and it "falls in." As this process begins, a certain grating, grumbling noise is heard above the miner's head, which call the miner heeds, and retreats to a

Miners are not the only interesting people encountered here. The sang-hunter has yet his place, and I met one in a lonely gorge, who gave me wonderful tales of rich finds, and drew from his pockets both the root and the seed of "sang." He informed me of the effort to cultivate the root, a busi-



AN OLD TAVERN ON THE NORTHWESTERN TURNPIKE
NEAR RIDGEVILLE

place of safety. The notice of the coming descent of the roof is generally about five minutes before the final collapse. When the patient horse, that brought the empty car up to the room for the miners to fill, was unhitched and went stumblingly, but

ness that he, too, had begun. He was quick of movement and ready of tongue.

Historic sites are not wanting. From the great porch of the hospitable house where I have lodgings may be seen the ridge just beyond which Crawford, a white



THE NEW CREEK MOUNTAINS NEAR CLAYVILLE

faithfully, back to the rear of the car, I felt sympathetic for this dumb beast's trying lot, where in his uncanny environments amid this darkness and danger, he exhibits the same patience, obedience and sagacity that he does for his master when on top of the green, bright earth.

man, was burned by the Indians. The old taverns along the Northwestern Pike are numerous and interesting, and many an entertaining tradition has been handed down. Of the old Cobb Tavern, known as "the burnt house," nearly on the top of the Alleghanies, between Clayville and Hart-

mansville, the settlers tell of the coachman whose horses turned into the yard one wintry night with the coach, the driver on top with the reins in his hands, and frozen to death. Then there is the tradition of "Difficult Hill," when by the lights on his two leaders' heads the driver saw a brush fence in the road. He knew road agents were at hand and it required a rapid decision to determine whether to attempt to turn the horses on the down grade and go back, or to put whip and aim to dash over the obstructions in the "king's highway." The coachman chose the latter. As the leaders reached the fence a man rose up and seized the reins of the horses. The driver's whip could reach the leaders' heads, so he gave it a great twirl and, with

journey towards the northwestern part of the State, he had at one point a wait of several hours for the next coach. A stranger accosted him, calling him Mr. ———. "That's not my name. My name is Vandiver." "Mr. Vandiver," said the stranger, extending his hand, "I am glad to meet with you." The waiting traveler was pleased to have someone as company while the coach delayed its coming. The stranger observed to Mr. Vandiver, "I have some friends out in the cemetery. Let us walk that way." In the city of the dead the pair saw a man lying prone with his face to the ground. As the stranger and Mr. Vandiver approached the prostrate man, they saw a tin cup beside him, with a gold ring in it. Mr. V.'s companion quickly stooped down



"OUR LODGE" ON THE MOUNTAIN TOP

the lash, struck the robber in the face, a blow that cut to the quick. The highwayman let go his hold and the horses and coach dashed past the fence and robbers. When all was over the passengers asked the driver why he had come down the hill so fast. The cut of the whip led to the detection of the robbers, its silk lash having imbedded itself so deep in the cheek of the robber, beneath the eye, that it left part of its silken strands in the wound, thus telling the tale. One of the band turned State's evidence.

Then there was the bully of the times who infested the "Poole House." Seventy-five years ago it was built by one Archibald Vandiver. His slaves cleared up the wilderness. He was a man of large estates, great enterprise and of liberal disposition, and even broad enough to tell a good story upon himself. When he was on a long

and took the ring from the cup. The man on the ground, without lifting his head, said: "Don't touch that ring in the cup." "There's no ring in the cup," replied the man who had taken it out. "I'll bet you fifty dollars there is," said the owner of the cup. "Lend me fifty dollars, Mr. Vandiver," said his companion, "and I'll share with you." Seeing it was a clear case, Mr. V. handed his new-found friend the fifty dollars he had asked for, which he placed beside the fifty which the prostrate man had put down. No sooner was the second fifty beside the first than the man on the ground seized both piles, jumped up and ran away. "Must I run after him?" asked Mr. V.'s companion. "Yes," was the reply. "And," says Mr. Vandiver, when he told the tale, "I expect they are still running."

The bully, however, had a different fate. He was able to do as he pleased, with a strong

and powerful frame to support all the assaults that he made upon the rights of others. One day Sollers, stepping to the bar, ordered a glass of whisky, when Lucas, the bully, reached out and took the glass from under Sollers' nose, and drank the liquor. Sollers then cured the bully of all of his bad habits by administering to him a sound thrashing, and from that day he ceased to molest the traveler and his neighbors. A few shelves of the old bar of "Poole's Tavern" still remain to recall the clink of glasses that rose on many a winter's night in this ancient hostelry.

A mile or two beyond this massive landmark, just off the pike, is the Highland Croft Stock Farm, owned by the Arnold Brothers, of Keyser, and managed by James Roderick, who has lived upon this splendid farm of 800 acres since 1869. When Mr. Roderick came to the Croft it was yet the day of the wild pigeon. The pigeons came in such numbers that when they went to roost, they lined the woods for a mile, and when they swooped down upon the buckwheat fields, they trod the stalks to the ground. The chief business of the settlers in the ten days the pigeons were in the locality was to fight them off their buckwheat fields. Few people shot them, though they were fine food. For ten years, or until about 1880, the pigeons continued to come in great numbers, but after that their numbers lessened each year until now only a few are ever seen.

The Highland Croft Farm raises fine high-bred cattle, in the sale of which the owners are engaged. Though on the very summits of the Alleghanies, the land here in many places is level and on the Croft are many fields as even as a plain. The country church marks the entrance to the mansion—a temple that illustrates practical Christian unity in one of its varied forms. Several denominations worship in their turn, in this mountain temple of the living God. Here at the Croft, as elsewhere in these mountain fastnesses, one finds that simple, generous hospitality, believing all things good of the stranger, that gives him hearty welcome and an ample board. Hospitality, too, open, free and unsuggested, had brought me here, a trip planned and consummated by the kindness of a friend whose acquaintanceship had only been that of a few days. This liberality is the spirit that rises like the incense of benedictions upon these glorious mountains, whose majesty

inspires the most lofty meditations by the profound stretches of their sublime immensity.

One of the peculiar proofs of this section's fertility is the wonderful growth of grass. It is indigenous to the soil, and needs no planting. All that is required to grow hay here is to cut away the undergrowth from the timber and immediately grass springs up. When the fields are cleared of timber, then the great crops begin. I was shown a three-acre field that had been plowed up and left as bare as the virgin soil, when, without planting, timothy had begun to grow, and this year three great ricks of hay were cut from it. Cattle feed in the open until about Christmas, when they are housed and fed through January, February and March. In April they are turned out into the fields to take care of themselves. At this height, 2,800 feet above sea-level, little corn is raised, not so much because of the climate as on account of the rocky soil that makes its working very difficult. The bear, the deer and the wild turkey have departed this region. A few pheasants, partridges and squirrels remain to entice the hunter to a day's sport.

In a summer trip in these magnificent mountains some of the delights are the inspiring trips afoot and ahorse along picturesque brooks and upon sublime heights. These sociable and hospitable people, with whom my lot was cast in this summer's outing, had no end to the program of drives in, among, and on these sublime summits. The trips were so numerous and the people so insistent, including the offer to cut down a "bee tree," or out in the wilds to bring back a "runaway colt," that there came an end of time and endurance, and offers had to be politely switched to another and a better day. But there was one climb of superior heights that was accepted. This was to go to the "Pinnacle of the Alleghanies," ten miles, by the winding country road, from Keyser. Our party consisted of three vehicles and eight persons. The drive was nine miles, and then a mile of climbing, in the well-beaten but overgrown path to the summit of the mountain. This contradiction of terms in the description of the path is explained in the growth of the jack oaks and other hardy shrubbery across the footway, that, scraping against one's unprotected limbs, makes sore both flesh and bones.

We had an ample lunch, such as these thrifty mountaineers know how to prepare,

before we gained the foot of the ascent, which showed no special beauties of scenery until we reached the initial rocks that form the base of the Pinnacle itself. Then amidst their rocky beds, the luxuriant and brilliant mountain ash, with its wealth of crimson berries, burst forth like a sunrise of glory. Then, with cautious step, our party wound its way amidst the rocky path until, in a few hundred yards, we were on the Pinnacle, but not before we had had steep climbs to reach the bold and bare rocks that form this stately summit. It is so completely built of great sandstone boulders, and has been so often visited, that not a lichen has been able to take root upon this lofty dome that rises 3,315 feet above the sea, and commands a view the diameter of which is sixty miles.

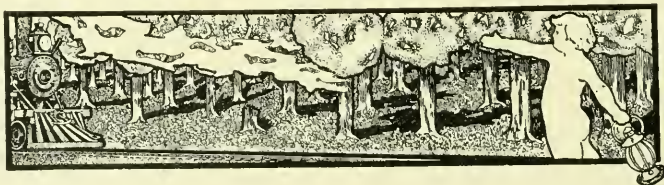
The Pinnacle sits like a queen amongst mountains. On the north is the "Backbone of the Alleghanies," far out on the distant horizon. Lying between it and our lofty spire is a legion of undulating ranges in a land of mountains. On the east and stretching far to the south are the New Creek, the Knobly, the Mill Creek and the South Branch mountains, while innumerable knobs, heights, domes, spires and pinnacles rise upon each long and majestic range. Farmhouses, hamlets and towns are bright gems in settings of plain and mountain, that give color and interest to the prospect below and beyond.

The Pinnacle of the Alleghanies is one of the stations of the United States Geodetic Survey, and in the topmost boulder the surveyors have planted a metal bolt as a certain and ascertained point of topographical location. There is, within 200 yards of the top rock, a beautiful spring, but it is found, amidst this chaos of rocks, with great difficulty. Westward of the rocks

that form the Pinnacle is a broad stretch of level land, consisting of an acre or more. This little mountain patch is filled with jack oaks and huckleberry bushes that dispute ownership of the tract; but the little huckleberry bush is such a good fighter, and had held its own here so bravely, that in an hour or two our party had gathered a half bushel of berries. The jack oaks, miniature oak trees that never reach above six feet in height, are as tough as whip leather, and an attempt to break a path through them is tedious and tiresome, for their branches interlace each other in a close and unyielding union.

Among the curiosities of the Pinnacle are the caves that exist between the mighty boulders that form its apex and adjacent heights. One of these caves, about thirty feet in length, is immediately beneath the top rocks, and it requires no little effort to squeeze through the narrow cavern. It appears, however, the act to be done when a merry party reaches these sublime summits. So the most of our company, with many a halt and much laughter, made the entrance and exit.

"The Pinnacle" is a favorite climb of this section. Legion are those who ascend its dominating castle. This lofty dome has been the pulpit for the proclamation of the tidings of good-will from heaven to men, when, a few years since, by request, a Christian minister, standing upon the crown of the Pinnacle, delivered a sermon to his neighbors. It may be a fiction of the imagination, but, when lifted above all else material about us, by the capstone of one of these majestic, dominating domes, there steals over the awed spirit the sensation that we have come near to things celestial and are not of earth, but in the very temple of the universe itself.



Live Only One Day at a Time

By ADELBERT CLARK

O, why do you strive to bring your whole life
To the space of one little day,
And shut out the sunshine, laughter and song?
Don't you know that life must have play?
'Tis true there are many battles to fight,
And wills to subdue as we climb,
But there is, also, both brightness and bloom—
So live but one day at a time.

The clouds in the sky are darkened with storm,
And awful for us to behold,
While yet around us the morning is sweet
And flooded with sunbeams of gold.
So wait till the storm in its fury shall break,
Ere you worry and fret all the day,
Despoiling the sunshine, the gladness and song
That brightens the flowers by the way.

The tempest of trials that each day brings
Is only to strengthen our power,
Just as the storm-clouds of darkness and rain
Strengthen the shrub and the flower.
So look not for the days of clouds and of storm,
But listen to Nature's sweet chime;
Nor fret for the things that are far from your reach—
Live only one day at a time.



Photo by Geo. B. Luckey

"TWILIGHT"

The Lincoln Road

Argument for Memorial Highway to War President From Washington to Gettysburg

JAMES T. McCLEARY, in "American Review of Reviews"



IT is hard to realize that in a few months it will be a hundred years since Abraham Lincoln was born. Men by no means old have seen him and talked with him. We think of him as he appeared when President. In the minds of the people he remains a middle-aged man. It requires some mental effort for us to realize that the 12th of February next will be the centennial of his birth.

And how that centennial will be celebrated! In all parts of the country his eulogies will be spoken. From pulpit and platform, by quiet firesides and around banquet boards will be told again the story of his inspiring life. The children in the schools will repeat his words, and the greatest of earth will sound his praises. All sections will unite to do him honor. The people of other lands will join in the acclaim. This nation and the world outside will feel again the uplift of his kindly and useful life.

Lincoln's best memorial will always be the affection of his countrymen. But it is customary and proper for affection to express itself in tangible form. As yet this nation has not thus expressed its affection for Lincoln. The centennial of his birth should not and will not be allowed to pass without at least a beginning being made on a memorial which shall suitably express the feeling of his countrymen toward the best-beloved American.

It is high time, therefore, that careful consideration be given to the question, What shall the Lincoln memorial be?

As this is to be a national memorial it may be assumed that the American people will desire that the memorial shall be connected with the nation's capital.

What should be its character? It may not be amiss to begin by agreeing on some kind of memorial that should be excluded from consideration as unsuited for a memorial to Abraham Lincoln.

First, then, the Lincoln memorial should not be a shaft of any kind. The American

people already have in their capital city the noblest memorial shaft ever erected by man, the Washington monument. There it stands in simple majesty, towering far above every other structure in the city—a fit memorial to the exalted character of him in whose honor it was erected.

It is unnecessary, and it would manifestly be improper, to bring Washington and Lincoln into contrast. Each was supremely great in his own way and at his own time. Probably neither could have taken the place nor have done the work of the other. But to propose a shaft of any kind as the Lincoln memorial would inevitably result in the making of comparisons and contrasts between these two great Americans. So it may be concluded that all memorials of the shaft type should be excluded from consideration.

Second, the Lincoln memorial should not be an equestrian statue. Lincoln was not at his best on a horse. Besides, we already have in the city of Washington more than one-tenth of all the equestrian statues in the entire world. Moreover, a mere statue of any kind, equestrian or pedestrian, however mounted, would be wholly inadequate as an expression of the nation's regard for Abraham Lincoln. So statues of all kinds, except as features of some comprehensive design, may be excluded from consideration.

Third, the Lincoln memorial should probably not be an arch. No visitor to Paris fails to take a look at the Arc de Triomphe de l'Etoile. Erected on a slight elevation, this splendid arch is the center from which slope away in all directions streets and avenues bordered by trees and lined with stately mansions. The arc is thus the crowning glory of a dozen of the most beautiful streets of Paris. No one who has looked at this noble arch from the Place de la Concorde up the broad Avenue des Champs Elysees can ever forget the vista. And when viewed at close range the arch, by its great size, its admirable proportions and the finish of its details, is seen to be worthy of its splendid setting.

Both in itself and its setting this greatest

of all arches is quite worthy of the purpose for which it was designed. As its name indicates, it is an arch of triumph, erected to commemorate the victories of the great Napoleon. Indeed, nearly all the arches that have been erected in ancient or modern times, whether we regard the time-defying arches of the old Roman forum or the beautiful but transient arch erected in New York in honor of the return of Dewey from Manila Bay, have been reared in commemoration of victories in war.

Admit that Lincoln was the commander-in-chief of the greatest aggregation of fighting men ever under the direction of one man. Admit that the men he led conquered in the strife. It yet remains true that it is not alone, or chiefly, as the head of a victorious army that Lincoln is or will be remembered. While an arch, then, may be a feature of the grand design of the Lincoln memorial, the memorial cannot properly be restricted to an arch, however imposing.

Should the memorial be a great university of research? Through the munificence of Andrew Carnegie the American people already have at the capital city the Carnegie Institution of Washington, with a princely endowment. Though only recently established, it gives promise of great usefulness.

Should the Lincoln memorial take the form of a building of some kind? An art gallery? We already have in Washington the Corcoran Gallery of Art, which is developing into an admirable institution of the kind. Moreover, Congress has made provision for a National Gallery of Art in connection with the National Museum. Besides, what is there about an art gallery to suggest Lincoln? How would such a memorial to Lincoln harmonize with "the eternal fitness of things"? Should the memorial be a museum of some kind? We already have the Smithsonian Institution and the National Museum, each filling its own field well. Should the memorial be something in the way of a structure that could be called, say, a Temple of Liberty? How should it be constructed? What should it contain? How could it be made to have the proper significance, aside from its name? It is hard to see or say.

Some magnificent structures have been erected as memorials—the national memorial to Victor Emmanuel, the first king of United Italy, now being completed in Rome, for example. Its memorial char-

acter is revealed by its imposing front. Incidentally, and as part of the memorial idea, the structure is to house and protect a museum illustrative of the progress of Italy since the unification. It is a beautiful building, but we already have a large number of handsome public buildings in Washington, and in the natural course of events we shall have many more. A building would hardly be distinctive enough for our purpose.

Should the memorial take the form of a bridge, say across the Potomac to connect Washington and Arlington, with its National Cemetery? There is something to be said for this suggestion. More could be said in favor of this idea than for any of the others that have been mentioned.

But to use a building or a bridge, a shaft or an arch, or any other fixed and completed thing as the memorial, would be to overlook the vital fact about Abraham Lincoln's fame—namely, that his is a growing fame, not a fading fame. His fame will increase as the centuries roll. Hundreds of years from now Lincoln will "loom large" in the world's opinion, even larger than he does now. The governing thought in selecting his memorial, then, is that for Lincoln a finished memorial is not a fit memorial. As his fame is a living, growing one, his memorial should be of such a character that each generation can contribute to its improvement and embellishment. Generations yet unborn will be grateful to us if we are considerate enough to so plan this memorial as to afford them opportunity to join hands with us who knew him personally in doing honor to this unique being.

Can anything be devised that will meet all the conditions of fitness as a memorial to Lincoln? To be fitting this memorial must recognize and symbolize the essentials of Lincoln's life and fame. It must have about it the Lincoln atmosphere. Nothing cold or austere or merely ornamental would do as a memorial of him. His was a kindly and useful and helpful life. The humblest soldier in the army felt that if he could see Lincoln himself, that strong and big-hearted man would listen sympathetically to his troubles and "lend a hand" to help him out of them. As the poet Markham has beautifully said of Lincoln, he had "the loving kindness of the wayside well." His shoulders were bent in bearing the burdens of the nation. Lincoln was born and reared

in the country, and always retained something of its wholesome flavor. He always felt himself one of "the common people." His aim was to be of service to them.

Lincoln's character was unique; so should his memorial be. His life was a glorification of the lowly and the common; so should his memorial be.

After spending several months in Europe in 1905 as the special representative of the Abraham Lincoln Memorial Commission appointed by Congress in search of ideas for this national memorial, after seeing the best memorial creations of many countries—arches, shafts, bridges, buildings, not to mention statues and other memorials—the writer returned home profoundly impressed with the idea that the finest memorial in Europe is something which was not constructed with the idea of its being a monument, but for a wholly different purpose, yet which fulfills most admirably the memorial purpose in that it perpetuates a name and an act. That impressive memorial is the Appian Way. Three hundred years before Christ the Roman Consul Appius Claudius built a great road from Rome to Capua, which was afterward extended to Brindisi. This road, named after its builder the Via Appia, or Appian Way, was celebrated for the beautiful monuments, the magnificent temples and the sumptuous villas that arose on either side of it. Cicero, Horace and others were in the habit of calling this the "Queen of Roads."

The temples have fallen, the monuments have been destroyed, the villas are in ruins; but to-day, twenty-two centuries after Appius Claudius built it, the road is still in use, bearing the burdens of commerce and the name of its founder. What a memorial! How worthy! How enduring!

Appius Claudius was one of Rome's greatest generals; but how many now living can even name one of his victories? He was a very wise ruler; but how many now living can recount his civil achievements? He was one of Rome's foremost writers; but how many now living have ever read one of his many books? All of these things gave him temporary fame, but all failed to give him permanent fame. But he built a great highway, and who has not heard of the Appian Way?

While riding along the Appian Way the

writer remembered a suggestion that he had heard, but had not heeded much, that a great highway would be the most suitable memorial to Lincoln. The more the suggestion has been thought over, however, the more significant and valuable it has become.

From the White House to Gettysburg Abraham Lincoln journeyed to deliver a speech which will be recited by school boys a thousand years from now, and which will stand as a classic as long as the English language is spoken. A broad and splendid highway, the best in the world, from the grounds of the White House to the battlefield of Gettysburg, to be called "The Lincoln Road" or "The Lincoln Way," will, in the judgment of the writer, stand the test as the most appropriate memorial that could be constructed to show our respect and affection for Abraham Lincoln.

Gettysburg is itself a memorial, eloquent of things done and of things said. Here was fought the most important battle of the greatest of wars. Here was exhibited valor unsurpassed in the annals of military prowess. The men who wore the blue and the men who wore the gray, their descendants and their countrymen, can all properly exult as Americans in the valiant deeds that were here performed. Here, too, was pronounced Lincoln's matchless speech, which "crystallized the spirit of the republic into a paragraph."

The battlefield of Gettysburg is only in very small part a cemetery. In the main it is a magnificent park, on the adornment of which over seven millions of dollars have been expended—"and the end is not yet." No one who has not seen this most richly endowed place can have any idea how wonderfully interesting and attractive it is. It is by far the finest battlefield park in the world.

Though money has thus been generously expended in beautifying the battlefield of Gettysburg and in suitably marking its scenes of heroic deeds, it is so inaccessible that comparatively few people are able to visit it. Of all the hosts of travelers of this and other countries who visit Washington every year, not one in ten thousand ever gets to Gettysburg, though nearly all of them would like to visit this historic field.

Gettysburg lies almost due north of Washington and about seventy-two miles away, as this road would run. What a

fitting memorial to Lincoln would be a noble highway, a splendid boulevard, from the White House to Gettysburg, from the house where his record for statesmanship was achieved to the spot where he struck the highest note of human eloquence! The seventy-two miles would give sufficient length to the highway to justify its use as a national memorial. The country to be traversed offers no special engineering difficulties. It is just about sufficiently rolling to afford fine landscape effects and to furnish opportunity for a handsome bridge here and there. The width of the road should comport with its memorial character. Let us say tentatively that the width should be 200 feet.

As a suggestion, the following plan for "The Lincoln Road" is submitted:

Down the middle of the road let there be a greensward forty or fifty feet wide, a well-kept lawn, looking like a beautiful green carpet of velvet. To lend variety to this central line of beauty, here and there flower gardens and other decorative features could be introduced. At intervals could be erected fountains and other monumental embellishments that might be appropriate.

On each side of this central line of beauty let there be a smooth roadway forty or fifty feet wide, constructed according to the highest engineering standard of "good roads." One of these roadways may be reserved for swift-moving vehicles like automobiles, and the other for slow-moving vehicles like carriages and wagons.

Outside of these driveways could be double-tracked electric railways, occupying

a width of twenty feet each and separated from the driveways by hedges. One of these railways could be for express trains of high speed and stopping only at intervals of ten or fifteen miles; the other could be for local trains moving slowly and stopping at short intervals.

Bordering "The Lincoln Road" on each side there should be a row or rows of stately trees, the rows broken at points where could be obtained fine views of mountain or valley or river.

In order that "The Lincoln Way" may be built with certainty and without delay, it should be constructed under the direction of a national commission and should be paid for out of the national treasury. But full opportunity should then be given to the individual states to express their regard for Lincoln. To each state in the Union may be allotted a portion of "The Lincoln Way" to be embellished in accordance with its taste and means, subject to the approval of the national commission. Other spaces could be allotted for embellishment to national patriotic societies. Opportunity should be afforded to succeeding generations to add something to the beauty of "The Lincoln Way." So long as patriotism glows in the hearts of the American people, it will be for them a labor of love to add from time to time to this expression of national affection, keeping "The Lincoln Way" at the forefront as the best and most attractive highway in the entire world.

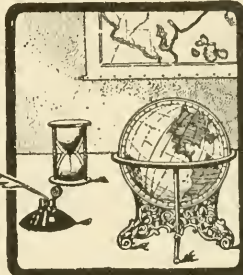
Having in mind the possibilities of electrical illumination, the beauty of this boulevard when lit up at night may be left to the imagination.





Stub Ends of Thought

By ARTHUR G. LEWIS.



AN assertion above criticism is as a rule an idea without worth.

THE only extenuating condition of untried strength is weakness.

IN the house of discord, silence is the only word that spells peace.

THE greatest evidence of real strength is to learn how to restrain it.

THERE is no limit of value to the chain letter of courteous consideration.

UNSELFISH love will find many white spots upon the dark surface of fault.

LET us all attend the funeral of ill nature toward all mankind, and bury it deep.

IT is the waste energy of care that draws so heavily from the strength of hope.

REAL life consists of contact with live things, God's nature, and a love of them all.

EXPERIENCE of any kind, and of every description, is the only true developer of life.

TALENT develops itself in thought and research; he who abandons either abandons all.

THE best test of manhood is an individual one, and can only be illustrated by our own character.

ENVY and suspicion against our fellows is frequently indicated by the weakness of our own character.

LET us look the facts of the world in the face to-day and forget the fiction of yesterday's mistakes.

RETICENCE and stupidity may represent nothing but the undeveloped reverse, and should excite nothing but sympathy.

A service system that rewards ability only with the occupation of dead men's shoes is confronted with a grave question.

TOO many of us measure immorality by its consequences, and prefer to repent a wrong rather than avoid its commission.

REMEMBER that the tide of happiness and self respect is drawn just this side of the line that divides income from expenditure.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 17, 1908.		No. 504	No. 526	No. 522	No. 502	No. 524	No. 506	No. 516	No. 514	No. 512
EASTWARD		DAILY	EXCEPT SUNDAY 5 HOUR	EXCEPT SUNDAY	DAILY	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY	DAILY	DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON, NEW UNION STA	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.00	2.52
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.00	3.46
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.10	3.51
Ar. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	11.45	3.35	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.22	8.32
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 17, 1908.		No. 555	No. 517	No. 505	No. 501	No. 507	No. 527	No. 509	No. 503	No. 511
WESTWARD		DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY 6 HOUR	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Lv. NEW YORK, 230 STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50	-----
Lv. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00	-----
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	-----
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	-----
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27	-----
Ar. WASHINGTON, NEW UNION STA	7.50	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22	-----
	AM	AM	PM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 17, 1908.		No. 1	No. 7	No. 9	No. 3	No. 5	No. 55	No. 11	No. 15
WESTWARD		LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	PITTSBURG LIMITED	EXPRESS DAILY
	AM	AM	AM	PM	PM	AM	PM	PM	PM
Lv. NEW YORK, 230 STREET	9.50	11.50	N 3.50	5.50	7.50	11.50	6.50	-----	NOTE.
Lv. NEW YORK, LIBERTY STREET	10.00	12.00	N 4.00	6.00	8.00	1.30	7.00	-----	-----
Lv. PHILADELPHIA	12.30	2.17	6.12	8.31	10.17	4.15	9.21	-----	-----
Lv. BALTIMORE, MT. ROYAL STATION	2.43	4.16	8.09	10.50	12.16	7.45	11.23	-----	-----
Lv. BALTIMORE, CAMDEN STATION	3.00	4.30	8.00	11.05	12.25	8.00	11.32	-----	-----
Lv. WASHINGTON, NEW UNION STA	4.05	5.30	9.10	12.40	1.22	9.10	12.30	-----	-----
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----	-----
Ar. PITTSBURG	-----	-----	6.45	-----	9.42	6.25	8.50	Lv 5.25	-----
Ar. CLEVELAND	-----	-----	12.00	-----	-----	-----	-----	-----	-----
Ar. WHEELING (EASTERN TIME)	-----	5.35	-----	-----	-----	9.00	-----	-----	-----
Ar. COLUMBUS (CENTRAL TIME)	-----	8.45	-----	-----	-----	-----	-----	-----	Lv 5.15
Ar. CHICAGO	-----	5.15	-----	-----	-----	-----	-----	-----	9.25
Ar. CINCINNATI	8.05	-----	-----	5.35	9.45	1.45	-----	-----	7.30
Ar. INDIANAPOLIS	11.45	-----	-----	10.35	-----	6.35	-----	-----	-----
Ar. LOUISVILLE	1.50	-----	-----	9.35	-----	7.20	-----	-----	-----
Ar. ST. LOUIS	5.50	-----	-----	7.28	-----	1.40	-----	-----	-----
Ar. CHATTANOOGA	7.30	-----	-----	6.40	-----	-----	-----	-----	-----
Ar. MEMPHIS	11.25	-----	-----	8.35	-----	-----	-----	-----	-----
Ar. NEW ORLEANS	10.55	-----	-----	8.15	-----	-----	-----	-----	-----

Pullman Sleepers to all points.

† Except Sunday.

N—Connection east of Baltimore is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 17, 1908.		No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14
EASTWARD		LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	DUQUESNE LIM. DAILY	EXPRESS DAILY
	AM	AM	AM	AM	AM	AM	AM	AM
Lv. CHICAGO	-----	-----	5.00	10.40	-----	-----	-----	8.30
Lv. COLUMBUS	-----	-----	-----	7.00	-----	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	-----	5.00	12.25	-----	-----	-----	10.50
Lv. CLEVELAND	-----	-----	7.30	-----	3.00	-----	-----	-----
Lv. PITTSBURG	-----	-----	8.00	AM	10.00	-----	-----	1.15
Lv. ST. LOUIS	* 9.00	1.45	-----	-----	-----	* 6.00	9.28	-----
Lv. LOUISVILLE	2.10	8.10	-----	-----	-----	2.30	AM	-----
Lv. INDIANAPOLIS	3.00	* 8.05	-----	-----	-----	4.12	AM	-----
Lv. CINCINNATI	* 6.35	12.15	-----	-----	-----	8.00	AM	-----
Lv. NEW ORLEANS	-----	9.15	-----	-----	-----	7.10	PM	-----
Lv. MEMPHIS	-----	8.35	-----	-----	-----	6.35	AM	-----
Lv. CHATTANOOGA	4.45	11.35	-----	-----	-----	-----	-----	-----
Lv. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
Ar. WASHINGTON NEW UNION STA	12.40	6.30	4.42	12.30	6.40	2.37	AM	10.25
Ar. BALTIMORE, CAMDEN STATION	1.47	7.50	5.50	1.47	7.50	3.42	AM	11.30
Ar. BALTIMORE, MT. ROYAL STATION	1.59	8.00	6.05	1.59	8.00	3.51	AM	1.10
Ar. PHILADELPHIA	4.05	10.15	8.19	4.05	10.15	6.00	AM	3.35
Ar. NEW YORK, LIBERTY STREET	6.30	12.35	10.40	6.30	12.35	8.32	AM	6.22
Ar. NEW YORK, 230 STREET	6.45	12.45	10.50	6.45	12.45	8.43	AM	6.33

Pullman Sleepers from all points.

* Daily.

* Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Car from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. **Five Hour Train.** Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "**Royal Limited.**" **Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. **Five Hour Train.** Drawing Room Parlor Car New York to Washington and Richmond Va.

No. 509. "**Royal Limited.**" **Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. **Cincinnati-St. Louis Limited.** Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. **Chicago Express.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. **Pittsburg Night Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. **St. Louis Express.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "**Pittsburg Limited.**" Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "**Chicago Limited.**" Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 5-15. **The Daylight Train.** Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. **St. Louis-New York Limited.** Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. **Cincinnati-New York Limited.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. **Chicago-New York Limited.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. **Chicago-New York Express.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. **Night Express.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "**Duquesne Limited.**" Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONOLD, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets, New B. & O. Building, G. D. CRAWFORD, City Ticket Agent.
G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station,
E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent;
E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. H. BURNHAM, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MOKEWIN, City Ticket Agent;
W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, E. H. SLAY,
Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent.
Chillidiorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 439 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MANN,
City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent;
J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Prolongacion Del 5 De Mayo 11.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORB, Traveling
Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COOPER, District Passenger Agent; C. D. RICE, Ticket Agent. Union
Depot, E. PAGELS, Ticket Agent.
CONNELLVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent;
EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. ORONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger
Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent.
No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue,
RAYMOND & WHITCOMB, Ticket Agents. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES,
Ticket Agent (Ohio River).
PHILADELPHIA, 334 Chestnut Street, BERNARD ASHBY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent;
C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut
Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 603-5 South
3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN,
Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDBY, Traveling Passenger Agent.
403-57 5th Avenue, W. S. MILLER, City Ticket Agent; A. J. SMITH, City Passenger Agent. Station, Cor. Smithfield and
Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., 203 Monadnock Building, EDWIN ANDERSON, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN,
City Passenger Agent; L. L. HORNING, City Ticket Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT,
Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 147 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent;
E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent.
New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent;
McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 814 Market Street, W. FULTON, Ticket Agent;
H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIBEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. O.; 21 Water
Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.	
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.	

BALTIMORE & OHIO

TO

RICHMOND, VA.

Through Parlor Cars

Daylight Runs

BETWEEN

New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY EXCEPT SUNDAY, VIA

**Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad**

SOUTHBOUND

Lv NEW YORK, 23d St. Terminal.. 1.50 pm
Lv NEW YORK, Liberty St..... 2.00 pm
Lv PHILADELPHIA,
24th and Chestnut St. Station .. 4.16 pm
Lv BALTIMORE, Mt. Royal Station 6.09 pm
Lv BALTIMORE, Camden Station.. 6.16 pm
Ar WASHINGTON, Union Station.. 7.00 pm
Lv WASHINGTON, Union Station.. 7.35 pm
Ar RICHMOND, Elba Station.....10.50 pm

NORTHBOUND

Lv RICHMOND, Byrd St. Station....12.01 a'n
Ar WASHINGTON, Union Station.. 2.45 pm
Lv WASHINGTON, Union Station.. 3.00 pm
Ar BALTIMORE, Camden Station.. 3.44 pm
Ar BALTIMORE, Mt. Royal Station 3.52 pm
Ar PHILADELPHIA,
24th and Chestnut Streets..... 5.50 pm
Ar NEW YORK, Liberty Street 8.00 pm
Ar NEW YORK, 23d Street 8.10 pm

New York to Richmond Only 8 Hours 50 Minutes
Richmond to New York Only 8 Hours

ONLY 5 HOURS

IN EACH DIRECTION BETWEEN

New York and Washington

ON THE

"ROYAL BLUE FLYER" AND "ROYAL LIMITED"

BALTIMORE & OHIO

TO

RICHMOND, VA.

Through Sleeping Cars

The Baltimore & Ohio Railroad in connection with the Washington Southern Railway and Richmond, Fredericksburg & Potomac Railroad operate through Pullman Drawing-room Sleeping Cars

BETWEEN

PITTSBURG

AND

RICHMOND, VA.

DAILY IN BOTH DIRECTIONS.

Pullman Drawing-room Sleeping Cars

Lv PITTSBURG, B. & O.....	6.00 pm
Ar WASHINGTON (New Union Station) ..	2.37 am
Lv WASHINGTON, R. F. & P.....	4.20 am
Ar RICHMOND, Byrd St.....	7.50 am

Lv RICHMOND, R. F. & P., Byrd St... ..	8.20 pm
Ar WASHINGTON (New Union Station) ..	11.50 pm
Lv WASHINGTON, B. & O.....	12.30 am
Ar PITTSBURG	8.50 am

SHORTEST ROUTE

DINING CAR SERVES DINNER FROM PITTSBURG
DINING CAR SERVES BREAKFAST INTO PITTSBURG



Baltimore & Ohio

All through trains
run via

WASHINGTON

From

ST. LOUIS
LOUISVILLE
CINCINNATI
CHICAGO
COLUMBUS
CLEVELAND
WHEELING
PITTSBURG
BALTIMORE
PHILADELPHIA
NEW YORK

Express Trains "*Every Hour on the Hour*"

between Baltimore and Washington
both ways: 7 a.m. to 8 p.m. week days

ROYAL BLUE TRAINS

"*Every Odd Hour*"

Washington to New York

"*Every Even Hour*"

New York to Washington



Taxameter Cab Service

23d Street Terminal
NEW YORK CITY

New Union Station
WASHINGTON, D. C.

Baltimore & Ohio

R. R. TERMINALS

Taxameter Tariff

The Taxameter measures accurately the distance traveled and the waiting time, and automatically computes, indicates and records the exact fare for the service rendered.

The amount to be paid by the passenger is the sum of the figures shown by the indicator marked "Fare" and by the indicator marked "Extras."

SINGLE TARIFF

Distance—All Vehicles

Initial charge (which pays for the first one-half mile or fraction thereof)... \$.30
Each quarter mile thereafter10

Waiting

Landaulets, each six minutes..... \$.10
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EAST AND WEST



CALENDAR - 1908

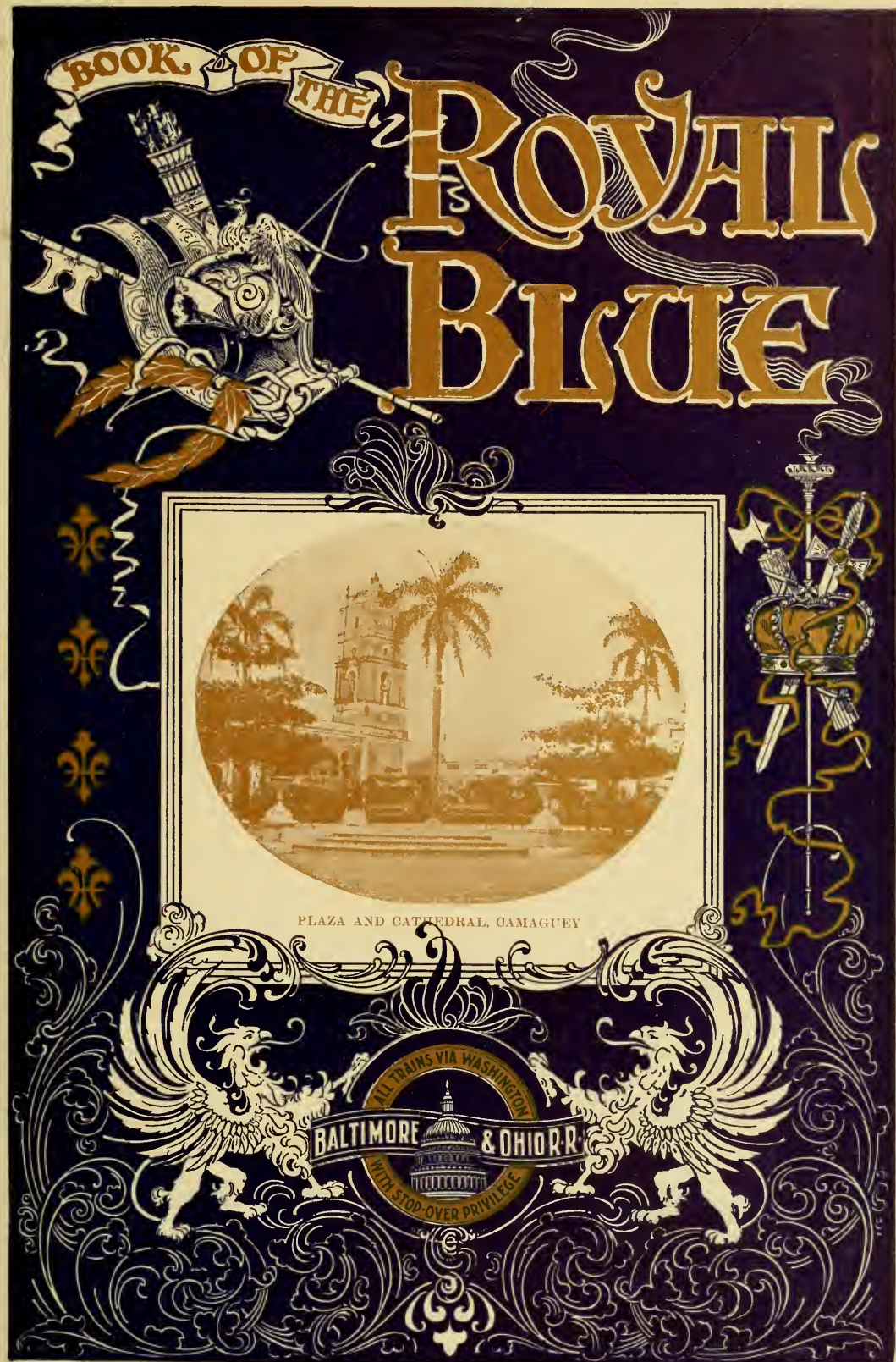


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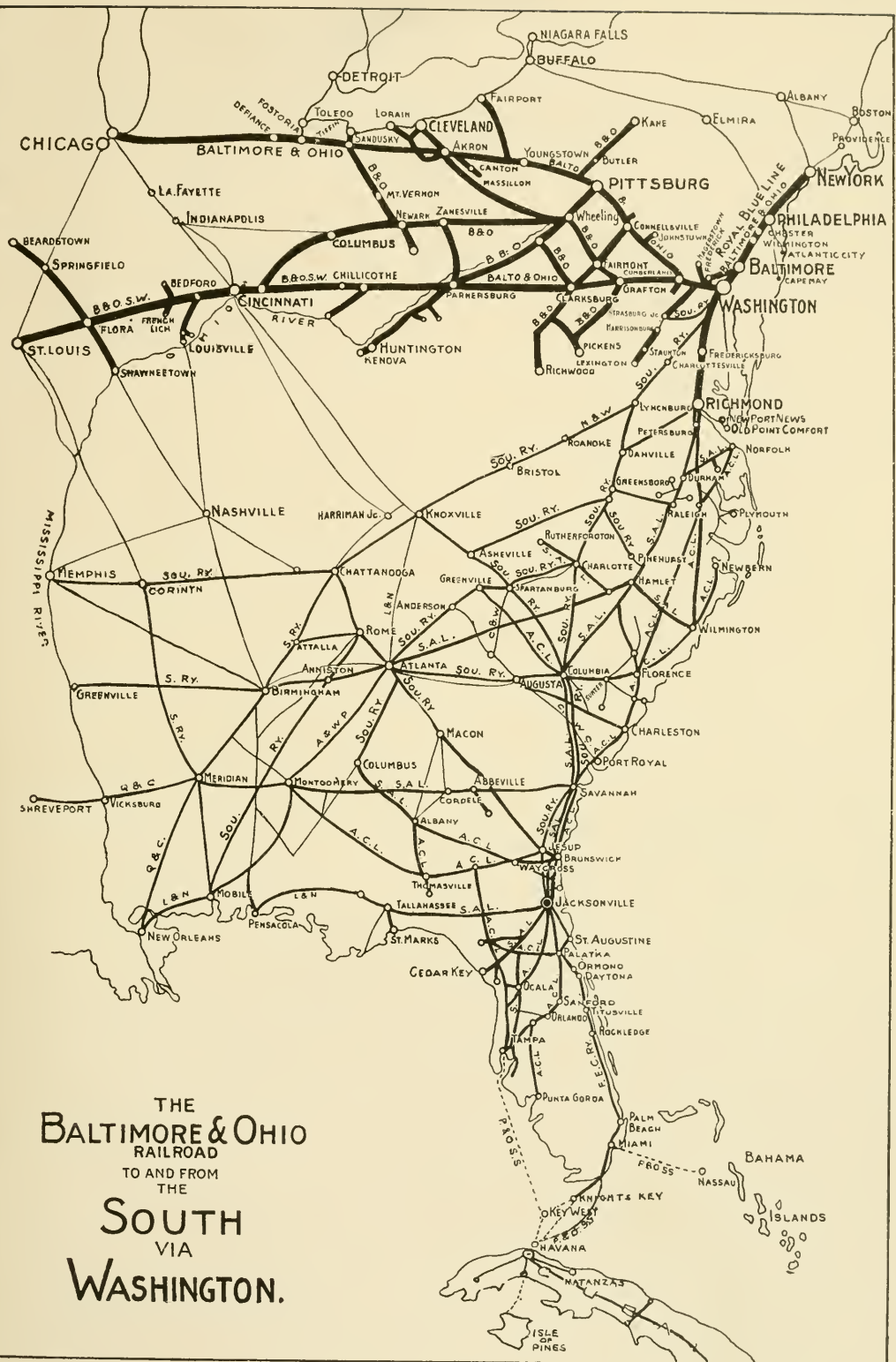
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THE
SOUTH
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BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH

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DAILY

Leave New York, 23d Street	No. 527	1.50 pm
Leave New York, Liberty Street.....		2.00 pm
Leave Philadelphia, 24th and Chestnut.....		4.16 pm
Leave Wilmington		4.47 pm
Arrive Baltimore, Mt. Royal Station.....		6.09 pm
Arrive Baltimore, Camden Station.....		6.13 pm
Leave Baltimore, Camden Station.....		6 16 pm
Arrive Washington, New Union Station.....		7.00 pm
Leave Washington, R. F. & P	No. 81	7.35 pm
Arrive Richmond, Va., Main Street.....		10.45 pm
Leave Richmond, Seaboard Air Line	No. 81	10.55 pm
Arrive Pinehurst		7.30 am
Arrive Columbia.....		10.20 am
Arrive Atlanta		5.00 pm
Arrive Birmingham, Central Time.....		9.50 pm
Arrive Memphis.....		7.40 am
Arrive Savannah		1.00 pm
Arrive Jacksonville		4.50 pm
Arrive Tampa		6.30 am

BOOK OF THE ROYAL BLUE

NOVEMBER, 1908

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By Courtesy of the American Photo Co., Havana

THE CHARMING SCENERY OF THE TROPICS

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

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BALTIMORE, NOVEMBER, 1908

No. 2

Through Florida to Cuba



THE average American has but little conception of the proximity of the West Indies and the kaleidoscopic changes in climate that can be experienced in a trip to Cuba by way of Florida in the winter months. This is not altogether surprising, considering the fact that it is only within the last

ten years that Cuba has been anything like a fit place to go.

Visions of the dark ages always accompanied the mention of the name of Cuba, as the picturesque little island which antedates our own country had forever been a place of war, pestilence, piracy and vandalism, through periods of untold horrors, equal to or greater than those of the Inquisition.

It was not until America was compelled



MALECON PROMENADE AND HARBOR ENTRANCE, HAVANA

Photo by Blain, Havana

to add her heroes of the "Maine" to the long list of atrocities that the hand of retribution broke the shackles of crime and disease, and lo a new Cuba blossomed forth to crown the Antilles with the coming of the twentieth century. America cleaned the island, not only with guns, but brooms, sweeping crime and dirt alike into the sea.

Havana today is the cleanest and best-policed city of its size in the world, but in its rehabilitation it retained its charming in-

tropolis at 2.00 p. m. Sunday over the Royal Blue Line of the Baltimore & Ohio Railroad, reaching Washington at 7.00 p. m., while the Pittsburg party left that city at 8.00 a. m. on the "Chicago Limited" of the B. & O., reaching Washington at 4.50 p. m. The splendid new Union Station was then in its final stage of completion, and its value as a connecting link between the North and South was fully demonstrated.



Photo by Blain, Havana

AVENUE OF PALMS, NEAR HAVANA

dividuality in tropical beauty and Old-World picturesqueness.

Some idea of the nearness of this wonderful island can best be obtained from an account of an actual journey of a party from New York and Pittsburg last February, who desired to see how quickly the journey could be made immediately after the completion of the extension of the Florida East Coast Railway from Miami, Florida, out to sea over the Florida Keys to Knights Key, and from thence by steamer to Havana.

The New York contingent left the me-

It was the 23d of February, and a small-sized blizzard had blanketed the Middle North with a coating of snow and ice, and the bitter cold with its weight of humidity cut to the marrow.

There was a feeling of relief, as though the cold of the North had already been vanquished, when the "Florida Limited" of the Seaboard Air Line pulled out of Washington at 7.35 p. m. It may seem prosaic to mention names and schedules in this manner, but they are certainly very important items to be remembered in the itinerary of any journey. "Pullman" trains

with observation cars and dining cars are about the acme of high-class American railway service, and this particular journey afforded the limit.

"The study of mankind is man," not to mention woman, and travel furnishes the best illustrated variety. Each individual is a volume; some in paper covers, others bound in cloth, some in leather and still others are editions de luxe on deckle-edge

stalks of the summer's picking were passed; log houses without windows, but having wooden shutters, which either let in or shut out the light and air at the same time, marking the abodes of thousands of shiftless negroes, were proof positive that we were somewhere in the Southland. The chimneys of their curious houses were made of sticks and plastered with mud, and apparently couldn't stand much fire or heat.



Photo by Blain, Havana

A CUBAN LANDSCAPE

paper with morocco covers and an abundance of gold leaf. The class of travel to and from Florida, Cuba and the South in the height of the winter season may be likened unto the latter. It is generally of the ultra type and everybody looks at everybody else and knows that the world is having a few weeks' holiday.

The first rays of morning revealed an entirely different scene than the day before. The train was speeding through pine wastes, dotted here and there with one-story houses, unpainted and grim, characteristic of the Carolinas. Cotton fields with the dead

A little further on were two colored men pulling a plow, while a third guided it.

At Columbia, S. C., the first climatic change was experienced, indicating spring. The grass was green and the air balmy. Looking for the unusual, attention was called to the uniforms of the policemen, who carried their espantons attached to the left side of their belts and their immense revolvers in holsters on the right side, which tended to give the impression that the people were of a sanguinary temperament.

For miles after leaving Columbia, the



Photo by Blain, Havana

PLAZA DE ARMAS—PRESIDENT'S PALACE, HAVANA

residents of the scattered houses along the railway seemed imbued with the one idea of airing the entire family bedding in the windows, verandas and yards of their dwellings.

There were sandy wastes everywhere and the majestic oaks, beeches and maples of the North gave way to the scraggy pines and scrub oaks, which were fantastically festooned with Spanish moss. The cabbage palm was profuse in swampy places, and turpentine camps were in evidence. The scarred pine trees with their arrow head gashes, from which the sap dripped into tins or crockery, were remindful of the maple sugar camps of New England.

Savannah was reached about 2.00 o'clock in the afternoon, the train switching back into the station. The steam heat in the cars had been shut off, as the afternoon was balmy like the early fall, and when Jacksonville was reached at 6.00 o'clock summer weather was experienced. The first real impressions of the sub-tropics are obtained at St. Augustine, which is but an hour's ride from Jacksonville, and where a two hours' lay-over permits the tourist to leave the stuffy cars and get an airing. The smell of flowers, the soft evening air, the music and lights of the famous hotels, surrounded by gardens of palms, produce strange impressions on the traveler, who but twenty-four hours before had left a country where all was desolate and cold in the icy clasp of winter. "From

snowballs to oranges" is an old advertising phrase, but it goes.

As the party was racing against time, a glimpse of St. Augustine sufficed until the return journey, and the 9.00 o'clock train was boarded for lower Florida.

The morning of the second day revealed the exquisite delights of Palm Beach. Great cocoanut palms, heavily laden with clusters of cocoanuts, leaned over the train. The beautiful green grass, colored with the brilliant scarlet of the hibiscus, indicated clearly the lower latitude we had reached.

From Palm Beach to Miami there were fields of pineapples, groves of oranges, and flowers everywhere. The modest little morning glory trailed the track all the way to the jumping-off place. At Miami bevy of pretty girls in pink duck dresses, and men in flannels and straw hats, swarmed about the train to meet their friends. It now had become as hot as the Northern summer, and during the rest of the journey down to the Keys the windows of the cars were all open. We left the mainland of Florida at Homestead and then went out to sea from key (island) to key over Mr. Flagler's new railroad enterprise, which is the only one in the world whereby you can go to sea by rail. From an engineering point of view, this railroad is unique. The roadbed was formed in shallow places by hydraulic dredging, and the soft coral mud, as it hardens in the sun, is splendidly adapted for the purpose. The greater gaps between the islands are spanned by con-



Photo by Blain, Havana

MODERN RESIDENCES ON THE PRADO, HAVANA

crete viaducts, the longest of which, between Long Key and Grassy Key, is three miles. This construction continues until Knights Key is reached, 112 miles from Miami.

At no other section of the western hemisphere is the ocean so beautiful, nor can the Mediterranean surpass it in color schemes.

The end of the line at Knights Key was reached at 6.00 o'clock and the steamer of the Peninsular & Occidental Steamship Company was ready to set sail at 8.00 o'clock for Havana. At the call of the bugle announcing dinner there was much misgiving among the novices who were about to enter on their first voyage in the choppy seas of the gulf in a small vessel, as to whether after all it was worth while to

placed on the wreck twice a year, on the anniversary of its destruction and on Decoration Day. Above her hung the moon, like a single watchful eye, just about to close, and turn her sentry duty over to the sun, which now had appeared above the ocean's edge to the east. Slowly steaming into the harbor the vessel anchored but a few hundred feet from the wharf. Then daylight broke in earnest and life seemed to spring up all around in the harbor. The Cuban government tender came out to meet the vessel, and on it were the runners for each of the hotels, a noisy lot of fellows. Passengers on the boat who had engaged hotel accommodations were surprised to hear their names called from the tender by the runner for their hotel. These



Photo by Blain, Havana

OBISPO STREET, HAVANA

eat. But the sea was calm and the voyage uneventful and rest was peaceful.

The impressions on entering Havana harbor in the early morning, just before sunrise, are thrilling. It is one of the most picturesquely beautiful harbors in the world. Grim Morro Castle, scarcely a stone's throw from the vessel on her port side, guarded the narrow entrance to the harbor. Beyond her were the dim outlines of the dreaded Cabanas. On the starboard lay the beautiful city of Havana, lazily waking for the day. No furnace fires to mar it with smoke and no fog to dim the vision. And there lay the rusted hulk of the "Maine," adorned with many wreaths of flowers, for it was just nine years ago on February 15, 1898, that the fearful catastrophe occurred. These decorations are

runners take charge of all their patrons' baggage, attend to its passing through the Cuban customs and delivery to the hotel. It might be a matter of twenty-four hours before the baggage reaches the hotel, but patience is the thing always necessary in going from one foreign port to another.

It had taken *just sixty hours* to reach Havana from Washington, and the journey was so interesting as to make it seem shorter than that.

The first question in the minds of tourists is why the vessel doesn't go right up to the wharf, as the harbor is deep enough to admit vessels of any draught. The Cuban government has a monopoly on the revenue from lighterage, and every passenger and every pound of freight must be brought in on tenders, and an enormous lighterage fee



A WORKSHOP IN THE KEYS

is charged. It is claimed that it costs as much to have a cargo taken ashore from a vessel five hundred yards from the wharf as it does to bring it all the way from Boston.

When in Rome you do as Romans do. When in Havana bear in mind the same maxim. Consequently, while we had a rousing good American dinner on board the boat the night before, passengers, instead of being served breakfast before leaving, were served "coffee," as is the custom of the islands. This repast consisted of fruit, rolls and coffee. Breakfast would be obtained in the city between 10.00 and 12.00 o'clock.

First impressions of Havana are delightful. It is so clean and bright, and absolutely "foreign" in every way, with strange surroundings and strange customs.

Machina Wharf, which is the government landing, is a busy place. There were hundreds of one-horse, open victorias waiting for fares, which by the way is the most reasonable expense in the city. Two passengers will be carried for 20 cents, or three for 25 cents, American money, from



THE DEAD LINE IN CABANAS

the wharf to the hotels uptown, more than a mile away.

Spanish is the common language. To attract the attention of a cabby, the custom is to make a hissing sound with the lips like "Pst! Pst!" and wave the hand away from the body with a contraction of the fingers, as though one were grabbing at some object in the air. This custom by no means applies to the cabman only, but is the usual method for attracting attention or calling to anyone.

The narrow streets of Havana barely permit two vehicles to pass each other, and the average sidewalk is about two feet wide. The houses, of Spanish architectural design, overhung with balconies, are built flush with the sidewalks. Great double doors with heavy brass knockers bar the entrance, and often these doors enter a



A "WHITE WINGS" CART ON THE PRADO

courtyard or square in which there are fountains and tropical plants.

In houses of the well-to-do, porters sleep just inside the large doors, and the big brass knockers are used effectively if a caller comes after the family has retired. The floors of all dwellings are tiled and can easily be kept sanitary. The windows are barred with artistic iron grillwork, with inside shutters with movable slats. The climate, which averages 70 degrees the year around, makes glass windows unnecessary. There are no chimneys in Cuba, cooking being done altogether with charcoal.

A real modern hotel, as an American would understand the term, is an unknown quantity. There are good hotels, however, after the Spanish idea, and their prices equal those of a first-class American-

plan hotel. They are constructed on the principal of plenty of air, which is good and necessary. The ceilings are unusually high, fifteen to twenty-five feet. Nearly all the rooms in the larger hotels open on outside balconies, with a double set of shutters, besides the doors, to be used as the weather permits. Here, as in private dwellings, the floors are tiled and covered with small rugs. Rooms with strictly private baths are luxuries, although the increasing American travel has compelled the more progressive hotels to install this "luxury." The average hotel maid happens to be a "man," or "camerero," who leisurely puts the rooms in order, smoking his everlasting cigarette all the time. Perhaps the room will be put in order by 4.00 o'clock in the afternoon, and perhaps it will not. A "piseta" might help a bit.



ON THE STEPS OF MONSERRATE, MATANZAS

Dining in Cuba is a matter of individual taste. If one likes his meat and vegetables cooked in olive oil and well seasoned with garlic, he will like it. He will not be bothered with a half dozen each of forks and spoons to puzzle him, and he needn't be alarmed if the granulated sugar is brought to him in a chow-chow bottle. Bread, butter, eggs and water are invariably good. Coffee is thick and black and poured in the cup at the same time with hot milk. Guava jelly and cheese will be his dessert noon and night, if he likes it, and an average of \$5.00 per day, American plan, will be the price.

Havana has more than fifty-seven different varieties of attractions and entertainment.

The "Prado," or main thoroughfare of the city, is wide and beautiful. The dwell-



THE OLDEST GUN AT MORRO CASTLE

ings along it are built to the curb line, the sidewalks running under a series of colonnades. The cost of some of the magnificent residences lining it runs up in the hundreds of thousands of dollars.

The beautiful suburban section lies out on the harbor west of the city, known as Vedado and Marianao. Magnificent thoroughfares and gorgeous low dwellings, in blue, pink, green or buff staff work, surrounded by tropical gardens, are a delight to the conventional eyes of the Northerner. In this direction lies the famous Colon Cemetery, a description of which is a strange, unfamiliar story to American ears; the ostrich farms and General Lee's residence in the American occupation of Cuba, Marianao, is where the United States troops are stationed.

Cabanas and Morro Castle require the best part of a day for a thorough inspection, even though accompanied by an expert guide. The harbor is infested with queer little combination sail and row boats, called "guadonas," and by means of these the harbor is crossed to Cabanas. Up the "Laurel Ditch" the visitor is conducted to



A VOLANTE RIDE AT MATANZAS



OLD CUBAN WOMAN SMOKING BLACK CIGAR
AT MATANZAS

the dungeons of the terrible fortress, and is told of its horrors. The truth of the stories is made manifest in every direction, and even the horrors as depicted in the yellow journals of America during the war were not extravagant. From Cabanas to Morro Castle the visitor is conducted across the crest of a hill, notwithstanding the forts are connected by underground passages. Morro's claim to blood-guiltiness is not as great as Cabanas, but evidences of torture and inhumanity are everywhere, per se, the chutes through which men, alive and dead, were slid down to feed the sharks in the harbor.

A shopping tour down Obispo and O'Reilly streets is a necessary part of Havana's sightseeing, as is the visit to the old cathedral where Columbus' bones rested awhile.

A day's trip to Matanzas is a most delightful diversion to get away from the city and go into the interior of the island. This may be made by an early-morning train of the United Railways of Havana, returning in the evening. The grandeur of

the royal palms can best be appreciated in the open country, where they have been formed into avenues and groves. The train passes through sugar districts and there is always something new to see. A visit to the hermitage of Monserrate, overlooking the beautiful Yumuri Valley, is the feature of the trip. Then the drive back through the town to the Bellamar Caves and the view of the beautiful harbor, takes up the day.

The smoker who goes to Havana generally tries to kill himself smoking the first day. He imagines he is getting something better and cheaper than he has at home. But in reality this is a delusion and a snare. Cigars, good cigars, cost money in Havana, just as they do anywhere else. Cut out the duty charged by the United States cus-



THE NEGRO-MOBILE DRIVE AT PALM BEACH

toms and figure it up and the buyer soon finds he has deceived himself.

Uncle Sam allows fifty cigars per capita coming back home, and he is particular to know if they are for personal consumption. He will charge you 30 per cent ad valorem on all over that amount. Nearly every smoker who goes over there knows this and consequently comes back a nervous wreck for his intemperance in his habit, because he knows he can't afford to bring all the tobacco on the island back with him.

After only a week in Cuba, on the homeward trip the average American citizen feels his self-pride swell up when the band plays the "Star Spangled Banner." Well the band at the wharf did play that particular anthem and the aforesaid pride did the usual amount of swelling. Then the Cuban band branched off into "Dixie," and some of our party were from "Dixie."



OLD SLAVE MARKET, ST. AUGUSTINE

If the chance reader knows the South, he can conjecture what happened when those two members of the party heard that tune. They were just circumspect enough in their applause not to be arrested and taken to a Cuban jail, where they might perhaps have been fined \$5,000 and sentenced to twenty years in jail for disturbing the peace, but the Stars and Stripes flying at the masthead had a salutary effect. When an American is disorderly in Cuba he can expect to be fined the limit.

The journey from Cuba to Knights Key was as pleasant as the going over, except perhaps when we reached the shores of the United States once more we were confronted with the customs officers, who were all Missourians—they wanted to know. There were few indeed who had been able to bring back \$100 worth of stuff after spending a week taking in all the sights, and the United States government was therefore but little richer. The ride back over the Keys was as enjoyable as before, except the morning lights on the sea were not as varied as the evening.

Miami, Fla., was the next stopping point. Aside from its attractive hotel, there is very little to be done or seen, except to boat and fish. From Miami the Peninsular & Occidental Steamship Company has a steamer plying to Nassau. After experiencing the refreshing gulf breezes, which are constantly blowing over Havana, the weather in Florida is noticeably oppressive because of the great humidity.

Palm Beach in winter is remindful of Newport in summer, but instead of the gorgeous "cottage" life, the people are housed in two enormous hotels. It is the gay and fashionable resort of the South, where people from the North go to wear their good clothes and jewels, eat, drink, bathe, listen to good music and feast on

the beauties of the most attractive seaside resort in all the land. The vegetation of Palm Beach is simply superb. It is the Garden of Eden of America with another Garden of Eden in its boundaries. The little island has Lake Worth on one side and the ocean on the other. The glorious palm trees, hibiscus, Royal Poinciana (from which the large hotel takes its name), orange groves, tropical gardens, blue skies, blue seas, surf bathing and splendid hotels are certainly adapted to supply every wish. It has often been said it costs a dollar a minute at Palm Beach. That depends. If you want to be extravagant you can do it as well there as anywhere else, but there will be a prize in every package with no blanks. It is a pleasure to live just a little while at Palm Beach.

St. Augustine, the oldest city on the continent, is the dignified head of Florida. Its location is fitting indeed. All tourists to the East Coast must go there first and last on their journeys farther south.

The quaint old city, which thrills the tourist with delight on his way south, is invariably visited longer on the return journey. It is restful and quiet, and its magnificent hotels—the Ponce de Leon and Alcazar—surrounded by their splendid tropical gardens, offer princely accommodations. Their construction betokens stability, as they are built of coquina, that indestructible material used in the building of Fort Marion in 1756 and which apparently will last hundreds of years more. The Cathedral, which is the oldest church in America, and the slave market are on the Plaza de la Constitucion.

The old city gate and Fort Marion, which were built about the same time, each bear the Spanish coat of arms, as St. Augustine is the original Spanish settlement.



The Interior of Cuba

By FRANK ROBERTS



HOWEVER fascinating Havana may be, a greater, grander Cuba lies beyond. It is only after traveling through this charming island that one realizes what a beautiful garden Cuba is, and today all the most important and interesting parts of the island are easily reached by railways, so that a general tour of the island can be undertaken in comfort. Or the tourist who may not have the time at his disposal to do this can avail himself of the many shorter excursions to towns and cities near Havana and thus become acquainted with, and

beautiful in the extreme. Splendid vistas of tropical grandeur appear on all sides. The deep blue skies overhead; the brilliant sunshine creating sharply defined shadows; the sparkling rivulets; clusters of bamboos so magnificent in their growth that their huge leafy stalks droop gently like the plumes of some gigantic bird; the royal palms in groups, in avenues and some isolated, with their graceful fronds always quivering in the constant breeze; the far-away hills, verdant to the summits with the rolling seas of sugar-cane fields in the intervening distance—all these conspire to fascinate the traveler as probably no other railway journey ever has before. It is

surely one of the most bewitching experiences in Cuba, this of comfortably traveling along at great speed through scenery that is superbly beautiful.

The train passes the small towns of Minas, Campo Florido and San Miguel, all of which are important dairy centers, although considerable sugar-cane is also grown in these districts. Between San Miguel and Jaruco, the next station, the scenery is surpassingly beautiful.

Extensive fields of sugar-cane are passed on both sides of the railway, the section between Jaruco and Aguacate being one of the most productive in Cuba. Just before reaching Aguacate the train passes, on the right, a fine modern sugarmill called the "Rosario," the capacity of which is about 150,000 bags of sugar in a crop. Beyond Aguacate lies Empalme, whence a branch line runs through the hill country to Madruga, a little village famous for its sulphur baths. Between Empalme and Ceiba Mocha, the next station, is a deep cutting lined with maidenhair ferns and tropical foliage of much beauty. Emerging therefrom the train enters a fertile valley, with the quaint, primitive-looking village of Ceiba Mocha on the left, and orange groves on the right, beyond the station.

Thence on to Matanzas the train passes through the valley of the San Juan River, with low verdant hills on both sides, the great Pan of Matanzas, a solitary peak over



Photo by Blain, Havana

PLAZA DE ARMAS—GOVERNOR'S PALACE, MATANZAS

enjoy the charms of, rural Cuba and the matchless beauty of its tropical landscapes.

The "Ferrocarriles Unidos de la Habana y Almacenes de Regla Limitado" or "United Railways of Havana," for short, furnishes many interesting excursions, and one of the most interesting of these is the short trip from Havana to Matanzas. Starting from Regla, across the bay from Havana, the traveler is agreeably surprised to find that the modern coaches are fitted with electric lights and electric fans, the current for which is generated by a dynamo attached to one of the axles of each car, and which are also provided with storage batteries for use when the train is not in motion. The traveler is taken at a generous speed through a landscape that is

a thousand feet high, being the most prominent feature of the landscape. The morning train from Havana reaches Matanzas about 10.00 o'clock, the breakfast hour in Cuba. The tourist has a choice of two hotels. Having breakfasted, he may, if he chooses, engage a guide, which the hotels named can readily furnish; but a guide is not really necessary, as the hotel interpreters can indicate more or less what is to be seen and how to see it. Usually a coach is hired at the fixed municipal rates, which are printed on a card and carried in each coach, although it is always possible to engage a coach for a number of hours at reasonably reduced rates, which can be arranged for by the hotel clerk.

Matanzas is a charming city, and if the tourist has time therefor he should spend several days there to enjoy leisurely the attractions of the city and its vicinity. The Valley of the Yumuri will probably be the first place visited by him, and a good view of it can be had by ascending a hill on the summit of which is the hermitage of Monserrate. What Humboldt said about this valley has often been repeated, and will doubtless be repeated by all who will see it, for it is undoubtedly a most beautiful valley. Another and exceptionally good view of the valley can be had from the summit of the opposite hill, which is reached by an excellent highway passing through an interesting residential quarter of Matanzas known as "Versalles."



Courtesy American Photo Co., Havana
A TROPICAL SCENE

Returning from Monserrate the tourist should direct the coachman to take him to the Caves of Bellamar, which are situated about two miles on the other side of Matanzas, the highway to which is of recent construction and skirts the shore of the bay for a short distance, and then turns inland, crossing the railway tracks and passing an extensive region planted with henequen (sisal hemp), which shows excellent growth and is an evidence of the varied possibilities of the soil of the island. Arriving at a small frame house located on a plateau, as level as a table top, the coach stops and the tourist is informed that here are the caves. But there are no visible signs of any such, and a flat piece of land with a frame house does not seem to bear any relation to caves of such renown. En-

tering the house, however, he sees a broad stairway, cut out of the rock leading down to the subterranean world of wonder. Descending with the cave-guide he begins to feel that here indeed is something unusual, and down about sixty feet he goes, to find that the cave is lined on all sides with beautiful crystal formations, the effect of the electric light on which is most wonderful. He descends lower here, and ascends there, walks in this direction and that, for many hundred feet, here in narrow passages, there in magnificent halls, one of which, called the Gothic Temple, is 250 feet long and 80 feet wide. This charming section of Cuba is full of picturesque places, and some



Courtesy American Photo Co., Havana
ONE OF CUBA'S SPLENDID HIGHWAYS



THE YUMURI VALLEY BELOW

of the finest river excursions in Cuba can be enjoyed on San Juan and Canimar rivers.

An exceedingly interesting one-day trip can be made to Madruga, a delightful and once famous health resort. It is a little town of about 2,000 population, nestling among a pleasant group of hills, where warm sulphur springs gush out of the earth, the healing virtue of which is well recognized in Cuba. Even to this day the

treatment is taken by a great many during the summer months, but the season closes in October and the baths are not publicly open after that date, although there is a movement on foot to start a winter season here in January, 1909, and of which the public will be advised by announcements in the daily papers, if the project is carried out.

Another very interesting one-day trip can be made to Guines on the Villanueva Line, a town of about 8,000 population, situated in an extensive valley, which is one of the most famous sugar-producing districts of Cuba, although the immediate vicinity of Guines is given over almost entirely to truck farming on a large scale, in which a great number of Americans are successfully engaged, the valley in this section being well irrigated by several deep streams. It is interesting to know that the railway from Havana to Guines was commenced in 1834 and opened to traffic in 1837, and is one of the pioneer railways of the world.

The sugar-cane districts of Cuba always are interesting to the tourist.



Photo by Blain, Havana

TOBACCO FIELD, CUBA



ERMITAGE OF MONSERRATE

A trip to the town of Colon in the Province of Matanzas will take him through a vast region of cane fields, about 112 miles in extent, wherein a great many large sugar mills may be seen, and an excellent idea will be obtained of the magnitude of this, the foremost, industry of Cuba. Colon is an interesting city in itself. The whole territory is practically one vast cane field, interspersed with scores of quaint country towns and villages, and the activities of the harvest, which occurs during the winter months, is a feature of much interest.

The Batabano Branch of the United Railways of Havana leaves the Villanueva Line at San Felipe and traverses a large section devoted almost exclusively to sugar-cane.

Batabano, at its terminus, is an interesting port on the south coast, where there is a large sponge industry carried on, and excellent fish are caught in the waters thereabouts, in which there is a big traffic for the supply of Havana. Batabano, however, is best known to Americans as the port whence steamers sail twice a week for the Isle of Pines, which

to-day is essentially American in character. The transformation of this lovely little island by the American settlers there is little short of a miracle, for to-day it is everywhere strong with the evidence of intense cultivation, the comfortable homes of the many settlers being an added evidence of the prosperity which they have well earned. The American owned and managed steamer, "Cristobal Colon," sails from Batabano for



Photo by Blain, Havana

HARVEST SCENE IN A SUGAR-CANE FIELD



Courtesy American Photo Co., Havana
NEAR GUANAJAY, CUBA

the Isle of Pines every Wednesday and Saturday, returning on Monday and Friday. The steamer is fitted with spacious cabins and all that comfortable tropical traveling requires.

Cardenas lies fifty miles east of Matanzas and is easily reached from Havana. It has the fame of being one of the most healthful cities of Cuba, has clean, wide streets and enjoys a salubrious climate, constant breezes wafting over the city from the bay and ocean. A few miles north of Cardenas is Varadero, one of the finest bathing beaches in Cuba, being several miles in extent. It is at present the summer resort of the best families of Cardenas and the surrounding country, many modern villas having been erected there during the last few years.

Santo Domingo, 150 miles east of Havana, is an important town and junction on the Regla Line of the United Railways, being on the line of the through Havana-Santiago express train.

Cienfuegos, the "Pearl of the South," as it is locally called, is a city and port of over 30,000 inhabitants, and a place where the tourist should spend several days, as the scenery thereabout is most charming. The drives to neighboring villages over well-built highways are a joy in themselves. The beautiful landlocked bay of Cienfuegos has many attractions for the visitor, the small islands therein being picturesque in the extreme, for the vari-tinted buildings with red tiled roofs, half

hidden amidst the tropical foliage along the shore line, being in pretty contrast with the intense blue of the sky and the bay. As a fitting background to this delightful picture are the high mountains of Trinidad, the peaks of some of which reach an altitude of over 3,000 feet. In the midst of these grand mountains are the famous falls of the Hanabanilla River. The Damuji River, which enters the bay at its northern extremity, is said to offer some of the most wonderful river scenery in the world. Several steamboats ply its waters as well as to the charming town of Castillo and other interesting points on the Bay of Cienfuegos, on fixed

and convenient schedules.

Santa Clara is another town of Cuba which holds great attractions for the tourist, and is served by two trains to and from Havana, being on the line of the through service between the capital and Santiago. It has a population of about 17,000 and is an important sugar and tobacco raising center.

Beyond Santa Clara the Cuba Railway takes the passenger to all the important points in the eastern provinces, the first city of importance being Sancti Spiritus, which is reached by changing trains at Zaza del Medio. Sancti Spiritus is a very old town, and lovers of the antique and the



Courtesy American Photo Co., Havana
TERRY THEATER, CIENFUEGOS, CUBA

quaint will find no end of interest in this charming inland city.

Ciego de Avila, the next important place on this line, is a rapidly growing town at the junction of the Cuba Railway with the Jucaro & San Fernando Railway, which

in the van of progress, its latest acquisition being a system of electric street railways. The situation of Camaguey on a high plateau makes it an ideal place for a lengthy winter sojourn, and it has two excellent modern hotels for the accommodation of travelers.



Courtesy American Photo Co., Havana

IN THE ISLE OF PINES

latter extends from the north to the south coast of the island. But Camaguey, sixty-four miles beyond, is, next to Santiago, the most interesting city in Eastern Cuba, and is one of the oldest settlements in the

To reach Santiago de Cuba from the north, the tourist passes through the grandest and wildest scenery in Cuba, as the mountain ranges are very high, some peaks of which, near the south coast, reach an



Courtesy American Photo Co., Havana

A TYPICAL HOME ON A SUGAR PLANTATION

island, to which fact its many very old churches are attesting witnesses. Camaguey has some of the quaintest streets in existence, narrow and ill-shaped, but peculiarly charming in spite of this fact. Camaguey to-day shows every sign of being

altitude of over 8,000 feet above sea level. Santiago is a little dream city, built on many hills, with steep streets, nearly all asphalted, clean and well maintained. Recently, Santiago witnessed the completion of two important improvements that must

necessarily affect the progress of the town in a decidedly favorable manner. The first is that of a system of electric street railways, a boon of incalculable value to the town, which has a population of nearly 50,000; the other is that of a new reservoir and water supply system.

Santiago is an intensely interesting place, the high mountains encircling it adding a

charm to the neighborhood that no other part of Cuba possesses. Beautiful drives can be made to many interesting places in the vicinity, particularly to the battlefields east of the city, and along the eight or nine miles of splendid macadamized road ascending the mountains to the north, from the top of which a grand view many miles in extent can be had in every direction.



SCENE ON THE UNITED RAILWAYS OF HAVANA

Florida and Cuba



LORIDA and Cuba are the popular winter resorts of America. The delightful climates of both, the many fashionable and attractive places in Florida, and the pleasurable, short sea trip to the quaint city of Havana, have made these resorts objective points for tourists, from the time the chilly blasts of winter



A STREET IN ST. AUGUSTINE

strike the Northern States in December until April showers insure the return of more seasonable weather.

Each winter finds the railway facilities much improved over the preceding year, adding greatly to the comfort and convenience of the travel.

Patrons of the Baltimore & Ohio Railroad to or from the South now make direct connections with all trains of the Seaboard Air Line, Atlantic Coast Line, Southern Railway, Washington Southern (Richmond, Fredericksburg & Potomac Railroad) in the new Washington Union Station, without transfer across the city.

From New York, Philadelphia and Baltimore the famous Royal Blue Line trains have frequent connections with all the above lines to the South, a through parlor car from New York to Richmond, Va., is attached

to the "Florida Limited" of the Seaboard Air Line at Washington.

The Baltimore & Ohio Railroad is the most direct and desirable route to Washington from the West and Northwest, and is the only line that runs its through trains, East and West, solid to the Capital City.

From Chicago there are two routes: One via Pittsburg, across Southwestern Pennsylvania, and the other across the States of Ohio and West Virginia. Both of these routes are most interesting, historically and scenically, affording the tourist interesting diversion. The Baltimore & Ohio is the shortest route from Pittsburg to Washington and Richmond, with through sleeping cars from Pittsburg to Richmond, leaving Washington on the "Florida Express" of the Atlantic Coast Line. The morning train from Pittsburg makes excellent connection with the "Florida Limited" of the Seaboard Air Line.

There are three excellent routes southward from Washington. Each of these lines operates splendid through vestibuled train service from Washington, new Union Station, to Jacksonville and St. Augustine; and the popular resorts of Palatka, Ormond, Daytona, Titusville, Rockledge, Palm Beach and Miami are reached easily via the Florida East Coast Railway.

Havana, Cuba, may be reached via the Florida East Coast Railway to Knights Key, thence via the Peninsular & Occidental Steamship Company, or via the Seaboard Air Line or Atlantic Coast Line to Tampa, thence via the Peninsular & Occidental Steamship Company to Havana.

The gulf coast resorts are reached via the Seaboard Air Line and Atlantic Coast Line from Jacksonville.

Another attractive route to Florida is via the Baltimore & Ohio to Baltimore, in through vestibuled trains, thence to Savannah, Ga., via the Merchants & Miners line of steamers, and thence by rail to Jacksonville. The routes from Jacksonville to the resorts on the east and gulf coasts of Florida are the same as given above.

The route of the Merchants & Miners Transportation Company from Baltimore is via the Chesapeake Bay, through Hampton Roads at Old Point Comfort and Norfolk, Va., and down the Atlantic Coast.

Make the World Brighter

By ADELBERT CLARK

Make the world a little brighter,
You can do it if you try;
There are hours and days of sorrow
That unheeded pass you by.
Let your light so shine, dear brother,
Others passing on the way,
May behold the wondrous beauty
Of God's love, and perfect day.

For this life must tell of Heaven,
And the things that are to be,
Ere the soul has crossed the river
To the broad eternity.
So let Sympathy and Friendship
Wear a bright and smiling face,
Full of love, and hope, and courage,
And of God's celestial grace.

Make the world a little brighter!
Try and laugh when things go wrong;
Help to brighten some poor mourner
With a soul-inspiring song.
There are endless joys awaiting—
Sunshine, yes, for every cloud!
There is love, and warmth, and gladness,
Death alone, should wear the shroud.



Stub Ends of Thought

By ARTHUR G. LEWIS.



INTELLIGENCE is frequently nursed into genius at the breast of Necessity.

LOVE is the cream that rises to the surface on the milk of human kindness.

THE only remedy for a plague of pessimism is the antitoxin of optimistic faith.

ABSOLUTE happiness dies in the arms of absolute loyalty to duty and conscience.

No honest man will receive in silence a recognized correction of his own mistake.

WHEN will the average woman learn that censure but adds fuel to the flame of fault.

THERE is often an impassive agent of Providence concealed in our first impulse to do right.

WHENEVER a man denies labor as a law he must be prepared to receive it as a penance.

MISFORTUNE is always for those who anticipate it by the abandonment of proper effort.

ONLY the best we can do is good enough to satisfy the honest purpose of earnest effort.

INTELLIGENCE receives suggestion with appreciation; ignorance damns it with envious construction.

THE church offers forgiveness for sin; education and science extend a preventive of wrong-doing.

No man is entirely his own master, yet he may master himself by respecting the conditions that control him.

IT requires more strength of character to clean up a soiled reputation than to keep one free from contamination.

How prone some of us are to blame others for falling over the obstacles that we located only through their misfortune.

DISCONTENT is a fearful condition of unrest, yet it is often an incentive to renewed effort and the infant state of result.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

TRAINS "EVERY HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 22, 1908.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 525 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON, NEW UNION STA ..	7.00	9.00	9.00	11.00	1.00	3.00	5.00	9.00	12.15	2.52
Lv. BALTIMORE, CAMDEN STATION ..	7.55	9.50	9.52	11.50	1.55	3.48	6.00	10.00	1.15	3.45
Lv. BALTIMORE, MT. ROYAL STATION ..	8.00	9.54	9.57	11.54	1.59	3.52	6.05	10.05	1.25	3.51
Ar. PHILADELPHIA ..	10.15	11.50	12.11	2.02	4.05	5.50	8.19	12.40	3.50	6.00
Ar. NEW YORK, LIBERTY STREET ..	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.52	6.22	8.32
Ar. NEW YORK, 23D STREET ..	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 22, 1908.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 23D STREET ..	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50	-----
Lv. NEW YORK, LIBERTY STREET ..	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00	-----
Lv. PHILADELPHIA ..	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	-----
Ar. BALTIMORE, MT. ROYAL STATION ..	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	-----
Ar. BALTIMORE, CAMDEN STATION ..	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27	-----
Ar. WASHINGTON, NEW UNION STA ..	7.50	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22	-----
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE NOV. 22, 1908.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
									NOTE.	
Lv. NEW YORK, 23D STREET ..	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	-----		
Lv. NEW YORK, LIBERTY STREET ..	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	-----		
Lv. PHILADELPHIA ..	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	-----		
Lv. BALTIMORE, MT. ROYAL STATION ..	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	-----		
Lv. BALTIMORE, CAMDEN STATION ..	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM	-----		
Lv. WASHINGTON, NEW UNION STA	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	-----		
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----		
Ar. PITTSBURG	-----	-----	6.45 AM	-----	9.42 PM	6.25 PM	8.50 AM	Lv 5.25 PM		
Ar. CLEVELAND	-----	-----	12.00 NN	-----	-----	-----	-----	-----		
Ar. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	9.00 PM	-----	Lv 5.15 PM		
Ar. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	9.25 PM		
Ar. CHICAGO	-----	5.15 PM	-----	-----	9.45 AM	-----	-----	7.30 AM		
Ar. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	1.45 AM	-----	-----		
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	6.35 AM	-----	-----		
Ar. LOUISVILLE	11.50 AM	-----	-----	9.35 PM	-----	7.20 AM	-----	-----		
Ar. ST. LOUIS	5.50 PM	-----	-----	7.40 AM	-----	1.40 PM	-----	-----		
Ar. OHATTANOOGA	7.30 PM	-----	-----	6.40 AM	-----	-----	-----	-----		
Ar. MEMPHIS	11.25 PM	-----	-----	8.35 AM	-----	-----	-----	-----		
Ar. NEW ORLEANS	10.55 AM	-----	-----	8.15 PM	-----	-----	-----	-----		

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 22, 1908.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO	-----	-----	5.00 PM	10.40 AM	-----	-----	8.30 PM			
Lv. COLUMBUS	-----	-----	-----	7.00 PM	-----	-----	-----			
Lv. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.25 AM	-----	-----	10.50 AM			
Lv. CLEVELAND	-----	-----	7.30 PM	-----	3.00 PM	-----	-----			
Lv. PITTSBURG	-----	-----	8.00 AM	-----	10.00 PM	* 6.00 PM	1.15 PM			
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	-----	-----	-----	9.20 PM	-----			
Lv. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	2.30 AM	-----			
Lv. INDIANAPOLIS	3.00 PM	* 8.05 AM	-----	-----	-----	4.12 AM	-----			
Lv. CINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	8.00 AM	-----			
Lv. NEW ORLEANS	-----	9.15 AM	-----	-----	-----	7.10 PM	-----			
Lv. MEMPHIS	-----	8.35 PM	-----	-----	-----	6.35 AM	-----			
Lv. OHATTANOOGA	4.45 AM	1.35 PM	-----	-----	-----	-----	-----			
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----			
Ar. WASHINGTON NEW UNION STA ..	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION ..	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION ..	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM			
Ar. NEW YORK, LIBERTY STREET ..	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM			
Ar. NEW YORK, 23D STREET ..	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM			

Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

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G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station,
E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
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E. E. BAEKEY, Ticket Agent.
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D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.	
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.	

New York City

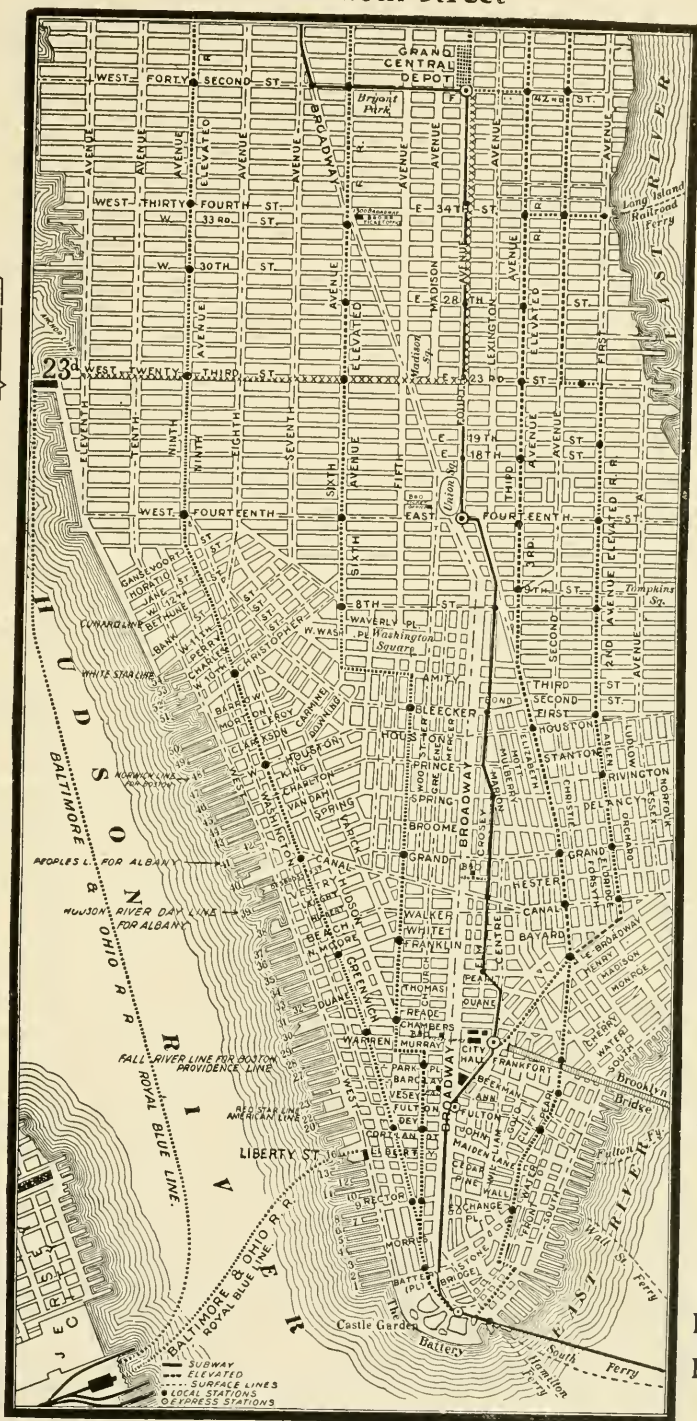
Below 46th Street

B. & O.
23d Street
Heart of the City

Steamship Piers

B. & O.
Liberty Street
Financial District

Jersey City



Free Transfers may be obtained from the 23d St. Crosstown Line to the Fourth Ave. Line for Grand Central Station

Black Line Subway

Dotted Line Elevated

Surface Line

Local Station

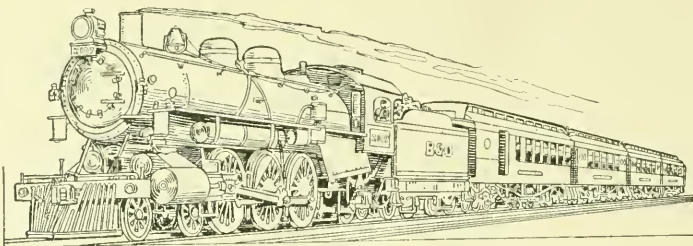
Express Station

Bridge

Ferries to Brooklyn

LOWER HARBOR

"FINEST DAY TRAIN IN AMERICA"



ROYAL BLUE LINE

== THE == **"Royal Limited"**

**S P L E N D I D
A P P O I N T M E N T S**

THE best-appointed trains between Washington, Baltimore, Philadelphia and New York are those of the Royal Blue Line, leaving Washington "Every Odd Hour" and New York "Every Even Hour" during the day.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the "Royal Limited," making the run in each direction in FIVE HOURS.

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and an excellent table d'hôte dinner is served. ☐ Lighted by electricity throughout. Electric fans in all cars.

== THE == **"Royal Limited"**

**C O N V E N I E N T
S C H E D U L E S**

NORTHBOUND.

Lv. Washington.....	3.00 pm
New Union Station.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia.....	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station.	

Royal Blue Line

PERSONALLY CONDUCTED

TOURS

TO

WASHINGTON

ALL EXPENSES INCLUDED

1908-9

Seven-Day Tours

\$25 from BOSTON

January 22, February 5 and 19,
March 19, April 2, 3 (supplementary), 16 and 30, 1909

\$18 from NEW YORK

January 23, February 6 and 20,
March 20, April 3, 17 and 20, 1909

Three-Day Tours

\$12.00 from NEW YORK

\$ 9.00 from PHILADELPHIA

\$ 8.70 from CHESTER

\$ 8.25 from WILMINGTON

December 28, 1908, January 21, February 11 and 20,
March 11 and 25, April 5 and 15, May 6, 1909.

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Taxicab Service

New Union Station
WASHINGTON, D. C

23d Street Terminal
NEW YORK CITY

Baltimore & Ohio

R. R. TERMINALS

Taxameter Tariff

The Taxameter measures accurately the distance traveled and the waiting time, and automatically computes, indicates and records the exact fare for the service rendered.

The amount to be paid by the passenger is the sum of the figures shown by the indicator marked "Fare" and by the indicator marked "Extras."

SINGLE TARIFF

Distance—All Vehicles

Initial charge (which pays for the first one-half mile or fraction thereof) ... \$.30
Each quarter mile thereafter10

Waiting

Landaulets, each six minutes ... \$.10
Hansom, Coupe, Brougham or Victoria, each ten minutes (only 60 cents an hour)10

Extras—All Vehicles

Trunk ... \$.20
For ordering a cab each mile or fraction thereof from stand or station to point ordered20

One or Two Passengers Carried at the Above Rates in Washington,
and from One to Five Passengers in New York

All ferriage and bridge tolls, both going and returning, must be paid by the passenger.



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run via

WASHINGTON

From

ST. LOUIS
LOUISVILLE
CINCINNATI
CHICAGO
COLUMBUS
CLEVELAND
WHEELING
PITTSBURG
BALTIMORE
PHILADELPHIA
NEW YORK

Express Trains *"Every Hour on the Hour"*

between Baltimore and Washington
both ways: 7 a.m. to 8 p.m. week days

ROYAL BLUE TRAINS

"Every Odd Hour"

Washington to New York

"Every Even Hour"

New York to Washington

BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH

Washington Southern R'y, Richmond, Fredericksburg & Potomac R. R. via Washington, Seaboard Air Line and Atlantic Coast Line

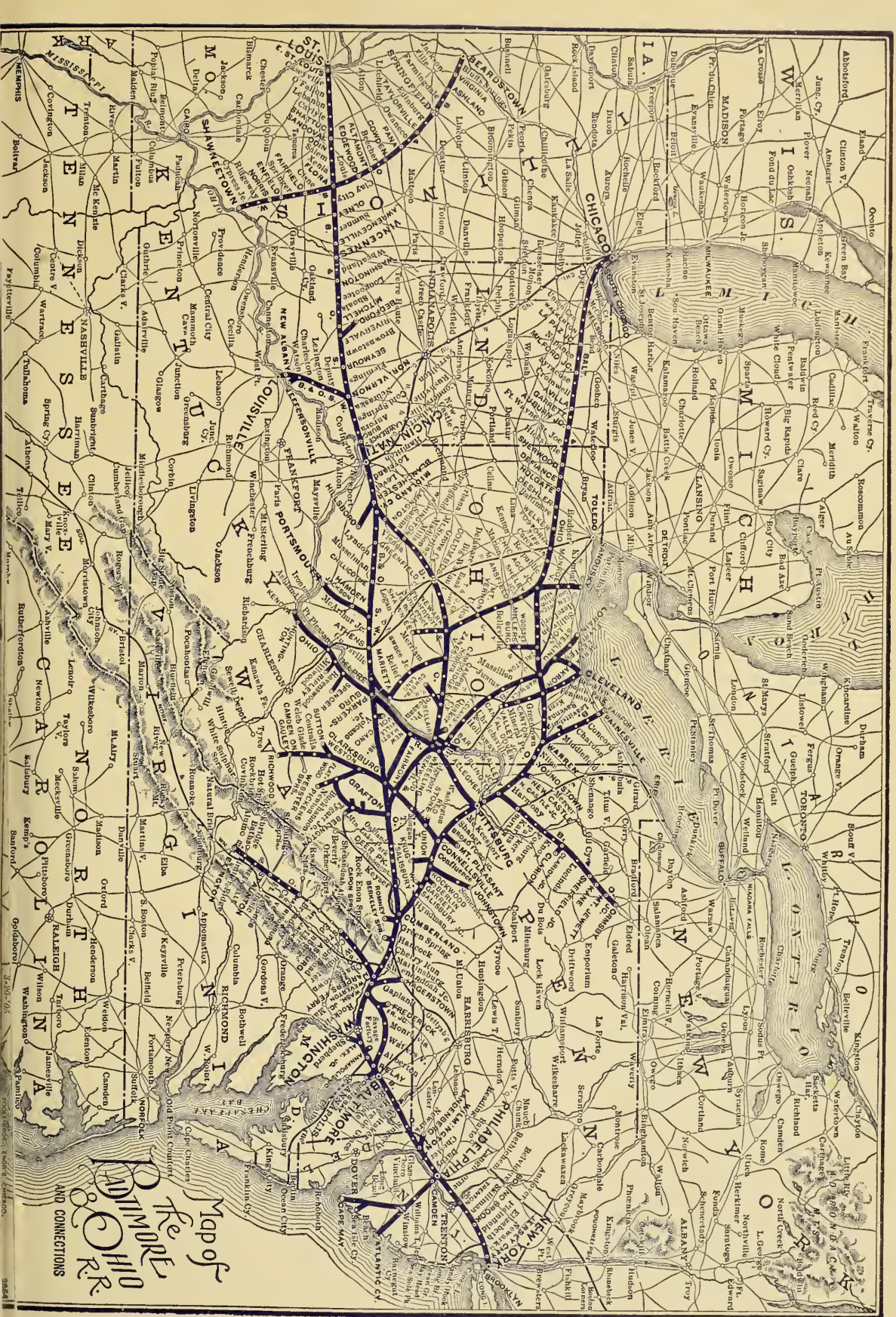
PITTSBURG TO FLORIDA

Train No. 12, "Duquesne Limited," has through Pullman drawing-room sleeping car Pittsburg to Richmond, which is attached to Atlantic Coast Line train No. 89 at Washington, with through coaches and Pullman buffet sleeping car Washington to Jacksonville.

Train No. 6, "Chicago-New York Limited," has observation parlor car and dining car Pittsburg to Washington. Connects with Seaboard Air Line train No. 81, with through coaches Washington to Jacksonville, and through sleeping cars Washington to Tampa and Memphis. Dining cars en route.

THE SCHEDULE

Baltimore & Ohio	No. 12	No. 6
Leave Pittsburg, Eastern Time	6.00 pm	8.00 am
Leave Connellsville	7.44 pm	9.45 am
Leave Cumberland	10.30 pm	12.40 pm
Arrive Washington, Union Station	2.37 am	4.42 pm
A. C. L. No. 89		S. A. L. No. 81
Leave Washington, R. F. & P.	4.20 am	7.35 pm
Arrive Richmond, Va.	7.50 am	10.45 pm
Leave Richmond	8.15 am	10.55 pm
Arrive Pinehurst		7.30 am
Arrive Wilmington	6.10 pm	.....
Arrive Columbia	10.45 pm	10.20 am
Arrive Atlanta		5.00 pm
Arrive Birmingham, Central Time		9.50 pm
Arrive Memphis		7.40 am
Arrive Charleston	11.15 pm	.....
Arrive Savannah	2.10 am	1.00 pm
Arrive Jacksonville	7.15 am	4.50 pm
Arrive St. Augustine	10.35 am	.....
Arrive Tampa	6.00 pm	6.30 am



Map of
the
RAILROADS
AND CONNECTIONS

3,200 Miles

Baltimore

Ohio R.R.

EAST AND WEST



CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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5	6	7	8	9	10	11	2	3	4	5	6	7	8	8	9	10	11	12	13	14	12	13	14	15	16	17	18
12	13	14	15	16	17	18	9	10	11	12	13	14	15	15	16	17	18	19	20	21	19	20	21	22	23	24	25
19	20	21	22	23	24	25	16	17	18	19	20	21	22	22	23	24	25	26	27	28	26	27	28	29	30
26	27	28	29	30	31	..	23	24	25	26	27	28	29	29	30	31
..

MAY							JUNE							JULY							AUGUST						
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24	25	26	27	28	29	30	28	29	30	26	27	28	29	30	31	..	23	24	25	26	27	28	29
31	30	31

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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20	21	22	23	24	25	26	18	19	20	21	22	23	24	15	16	17	18	19	20	21	20	21	22	23	24	25	26
27	28	29	30	25	26	27	28	29	30	31	22	23	24	25	26	27	28	27	28	29	30	31

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D.B. MARTIN.
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BALTIMORE, MD.

B.N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
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BOOK OF THE ROYAL BLUE



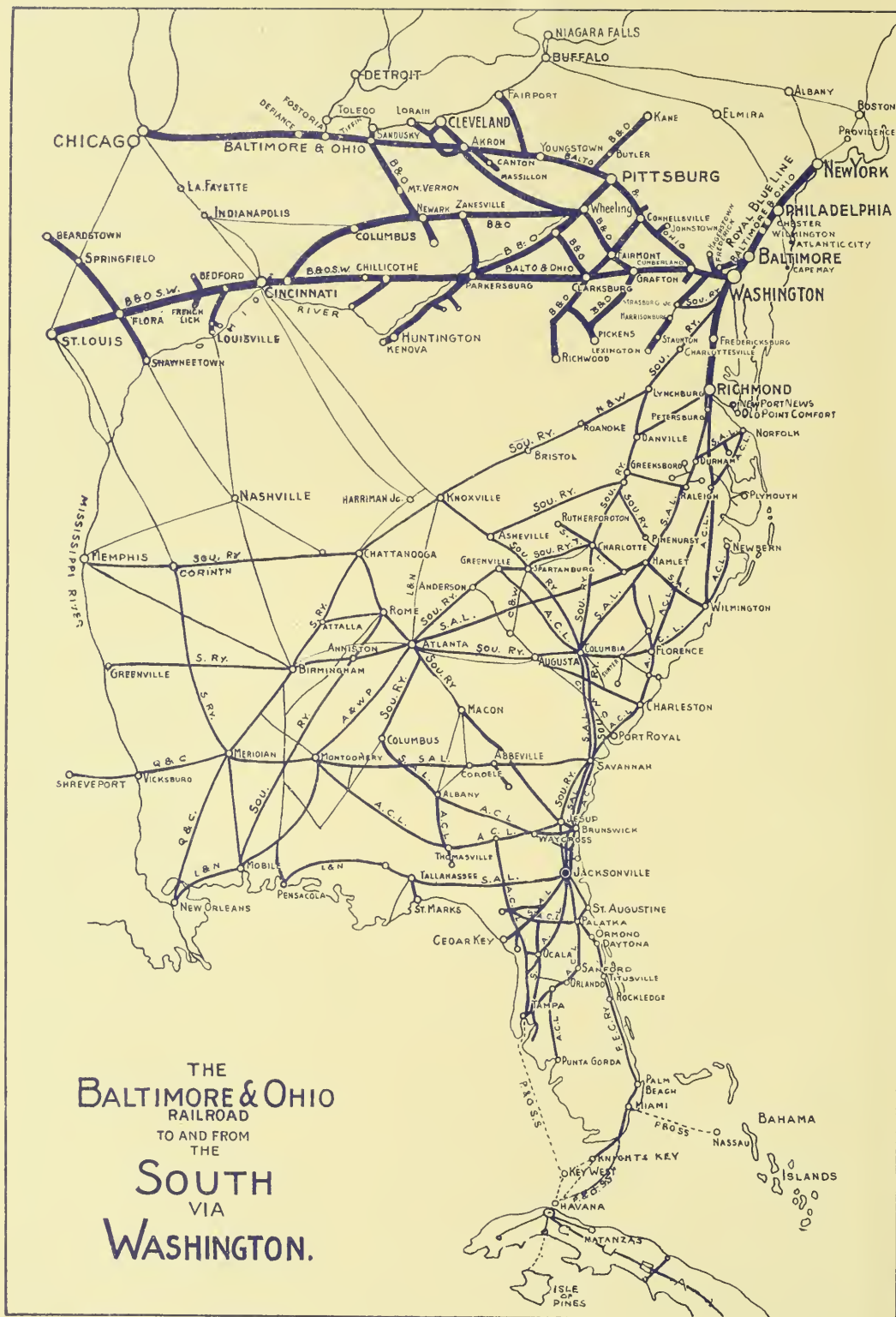
THE CAPITOL, WASHINGTON, D. C.

BALTIMORE & OHIO R.R.

ALL TRAINS VIA WASHINGTON

WITH STOP-OVER PRIVILEGE

THE INAUGURATION OF A PRESIDENT





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at
WASHINGTON

From
**ST. LOUIS
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CHICAGO
COLUMBUS
CLEVELAND
WHEELING
PITTSBURG
BALTIMORE
PHILADELPHIA
NEW YORK**

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7.00 a.m. to 11.00 p.m. week days

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"Every Odd Hour"

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"Every Even Hour"

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March 11 and 25, April 5 and 15, May 6, 1909.

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FLORIDA

AND THE

SOUTH

Winter Tourist Rates

FROM ALL POINTS
ON THE

BALTIMORE & OHIO

SPECIAL TOURS

From Boston

January 21 Southern Railway
February 4 Atlantic Coast Line
February 18 Seaboard Air Line

From New York

" Philadelphia
" Baltimore
" *Pittsburg
" *Wheeling
" *Parkersburg

January 22 Southern Railway
February 5 Atlantic Coast Line
February 19 Seaboard Air Line

*One day earlier.

VIA **WASHINGTON**
AND
NEW UNION STATION

Secure full information as to rates, routes, schedules,
etc., from Ticket Agents Baltimore & Ohio R. R.

The Baltimore & Ohio

TO THE SOUTH THROUGH

WASHINGTON GATEWAY

NEW UNION STATION

THE concentration of all lines entering Washington in New Union Station affords direct connections to the Baltimore & Ohio with all Southern lines without transfer across the city.

Baltimore & Ohio trains from the North, East and West line up under the same roof with through trains of the Seaboard Air Line, Atlantic Coast Line, Southern Railway and Washington Southern-Richmond, Fredericksburg & Potomac Railways to Richmond, Asheville, Pinehurst, Savannah, Atlanta, Charleston, Jacksonville, St. Augustine, Tampa, all the Florida resorts and Cuba.

The winter season in Florida is near at hand and tourist rates are in effect.

The route to Southeastern cities via Washington is eminently desirable and tourists are especially directed to obtain full information from Baltimore & Ohio Ticket Agents.

Through Sleeping Cars run between Pittsburgh and Richmond, Va.

Through Parlor Cars run between New York and Richmond, Va.

Secure a Baltimore & Ohio folder to Southern points.

BOOK OF THE ROYAL BLUE

DECEMBER, 1908

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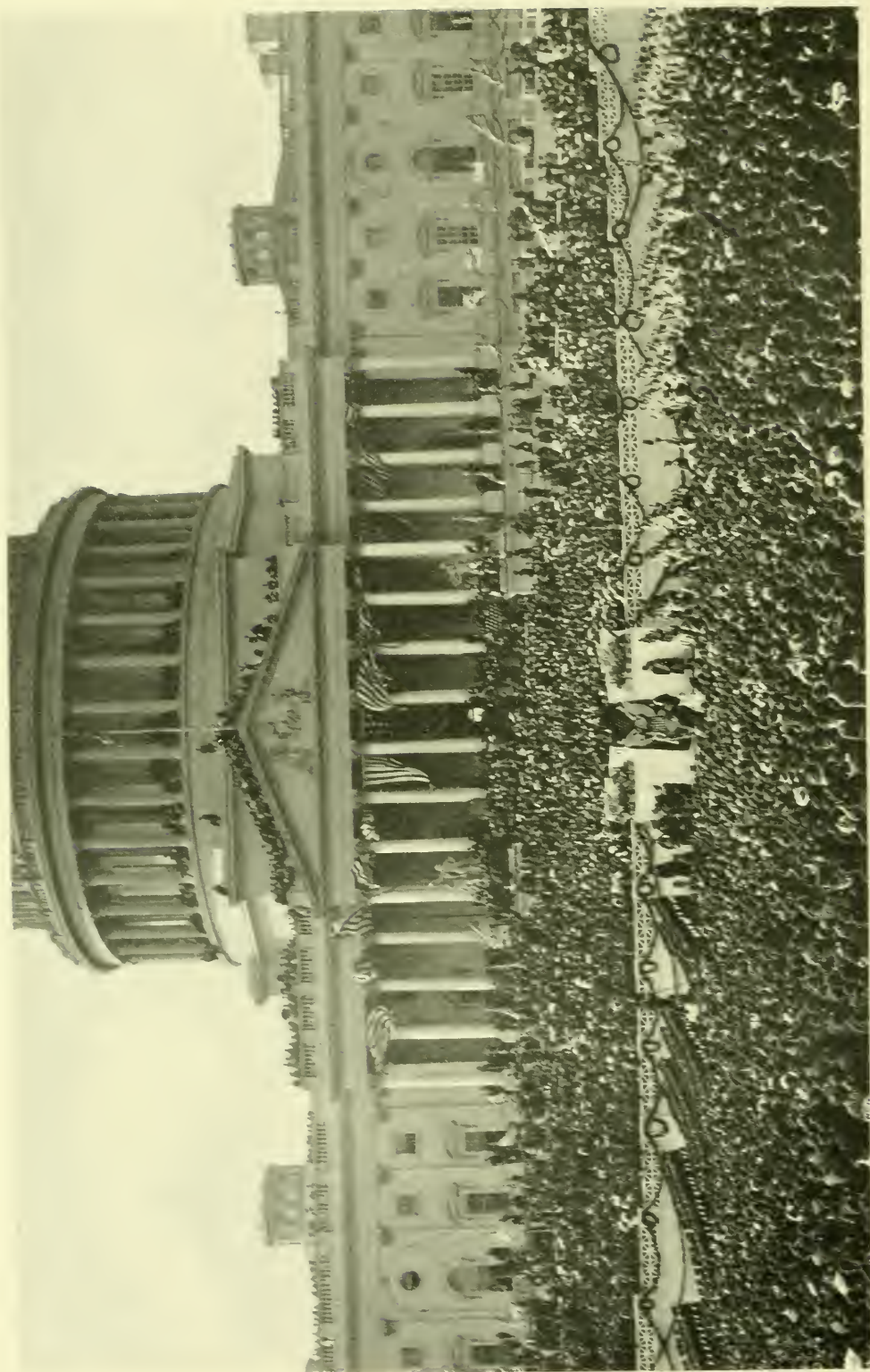
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PRICE, 5 CENTS.

50 CENTS PER YEAR.



THE INAUGURATION OF PRESIDENT ROOSEVELT, MARCH 4, 1895. THE PRESIDENT DELIVERING HIS SPEECH

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XII

BALTIMORE, DECEMBER, 1908

No. 3

The Inauguration of a President

By F. J. YOUNG



THE capital city has no great manufacturing establishments to form trusts or combinations, but has a monopoly of the manufacture of law, the meetings of Congress and the inaugurations of the Presidents. Once every four years the latter event occurs; in

bowed to the will of the majority. The reconstruction measures following the Civil War, the question of the payment of the public debt in irredeemable greenbacks and the preservation of the gold standard all stirred the nation to its depths, but in each case the minority submitted after the bloodless contest at the polls.

The inaugurations of the Presidents have



PRESIDENTIAL ESCORT RETURNING UP PENNSYLVANIA AVENUE AFTER THE INAUGURATION AT THE CAPITOL. NEW WILLARD HOTEL TO THE LEFT AND NEW POSTOFFICE TO THE RIGHT

many cases it has signalized the transfer of power from one party to that of another, elected to put into operation an entirely different policy.

Some of the political campaigns have been conducted with an earnestness and bitterness which seemed to presage civil war, but in every case but one the minority party has

always been occasions of some pomp and display, and of late have become national festivals, being attended by clubs and militia from every section and hundreds of thousands of visitors.

The question is often asked and seldom correctly answered: Why was such an unpleasant season chosen for such an occasion?



THE PARADE LEAVING THE LOWER END OF PENNSYLVANIA AVENUE, NEAR THE CAPITOL

The date was fixed by accidental circumstances. In the first Congress, on September 12, 1788, a resolution was offered, the preamble stating that further delay in putting into operation the Federal Government might produce national injury and appointing the first Wednesday in the following January as the date for choosing electors, the first Wednesday in February the date for the electors to choose a President and the first Wednesday in March as the day for the Government to go into operation and the President to be inaugurated.

The first Wednesday in March of 1789 was the 4th, and as the constitutional term was four years, the date was fixed by the passage of this resolution and an amendment to the constitution will be necessary to change it. The incoming and outgoing Presidents ride down the avenue together and precisely at noon one steps from the ranks of the people and takes upon himself the mighty burden of the high office and the other returns to the ranks. On the way to the capitol the President rides on the right side; on the return this place is occupied by the new executive.

On the first occasion the main escort is armed men—soldiers and sailors, regulars and militia; on the return this escort is followed by clubs and organizations of a political or business nature, numbering many thousands, and is reviewed by the new President from a stand in front of the White House.

President Roosevelt, with his usual desire to do something out of the ordinary, has announced that he will not accompany his successor on the trip from the capitol to the White House.

Although the 4th of March, 1789, had been decided upon by Congress for the date for the new Government to go into operation, various matters caused delay, and it was nearly two months later when George Washington was invested with the position in New York.

On April 30th, the President-elect entered a coach drawn by six white horses splendidly caparisoned, and proceeded to the city hall, and at noon the oath was administered on the balcony, and amid the booming of cannons and shouts of "Long live George Washington!" the new President entered the hall and read his inaugural address to the members of Congress and a few others.

It is interesting to note that one of the first serious questions to come before Congress was the proper title by which to address the President in official communications. The royal governors and other officers to whom the people were accustomed bore high-sounding titles, and a number were suggested as proper for the President. Among them were "His Excellency," "His Honor," and "His Highness." The Senate chose a committee to whom the matter was referred, and on May 9th it



PARADE PASSING UP "THE AVENUE" AT 7TH STREET, NEAR HANCOCK STATUE

reported in favor of "His Highness the President of the United States of America and Protector of Their Liberties."

This report was laid aside for future consideration and the first communication from the Senate to the occupant of the White House was addressed "The President," and that manner still prevails.

On being re-elected Washington asked his cabinet their views as to the place and manner of taking the oath for the second time, but the opinions varied so much that there was no change made, except that the ceremony occurred in Independence Hall in Philadelphia, which was the temporary capitol. There were present the members of the Supreme Court, foreign Ministers, members of the branches of Congress, and as many spectators as could crowd into the room.

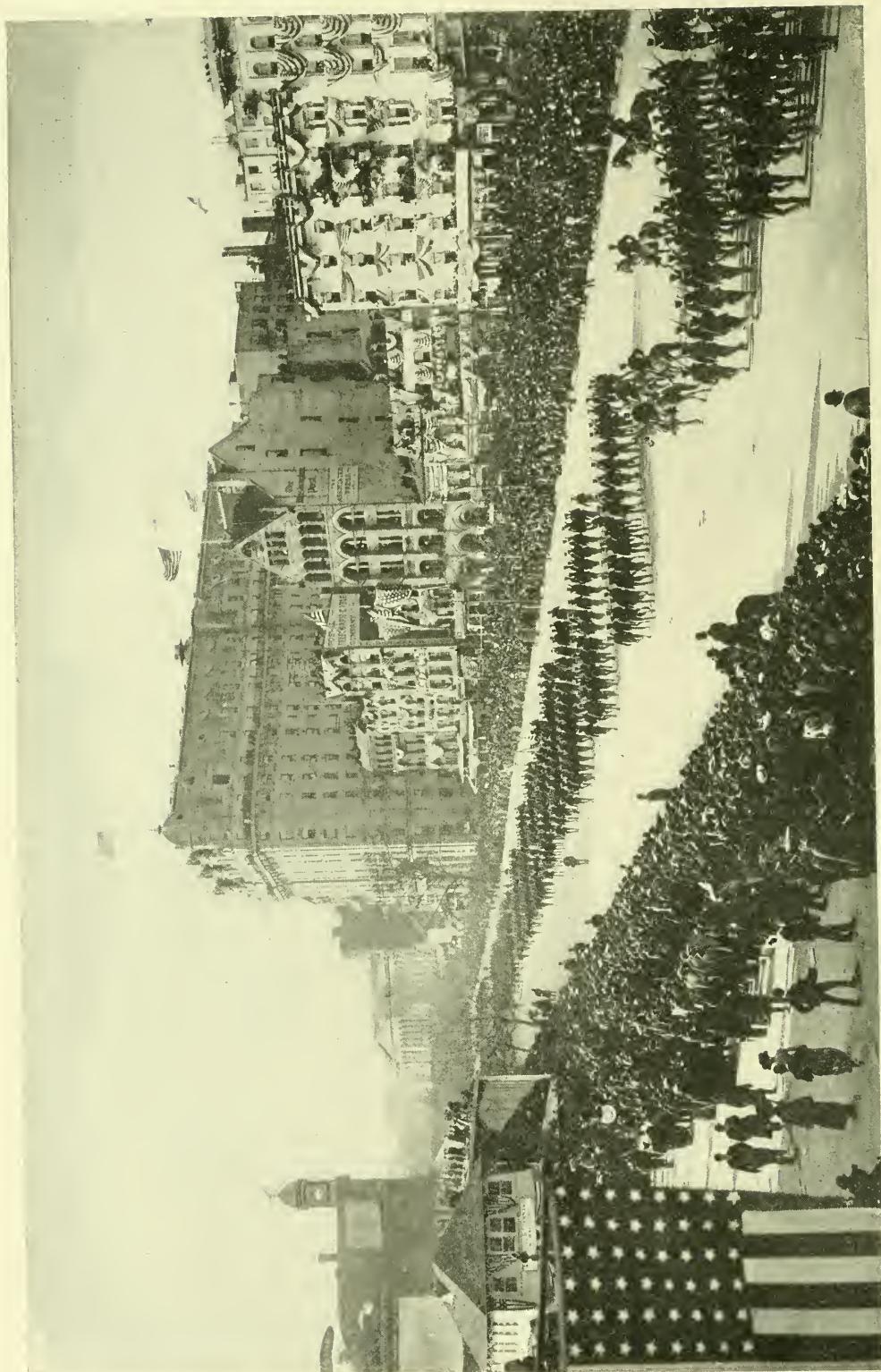
In 1797 the second President, John Adams, also entered upon his term in Independence Hall.

The first inauguration in the present capitol was March 4, 1801, when Thomas Jefferson became President. Mr. Adams had been a candidate for re-election, but there being no majority of electoral votes for either candidate the election was thrown into the House and Jefferson chosen. Mr. Adams was so mortified and bitter that he did not remain to meet his successor, but left the White House at midnight and drove from the city. Mr. Jefferson had

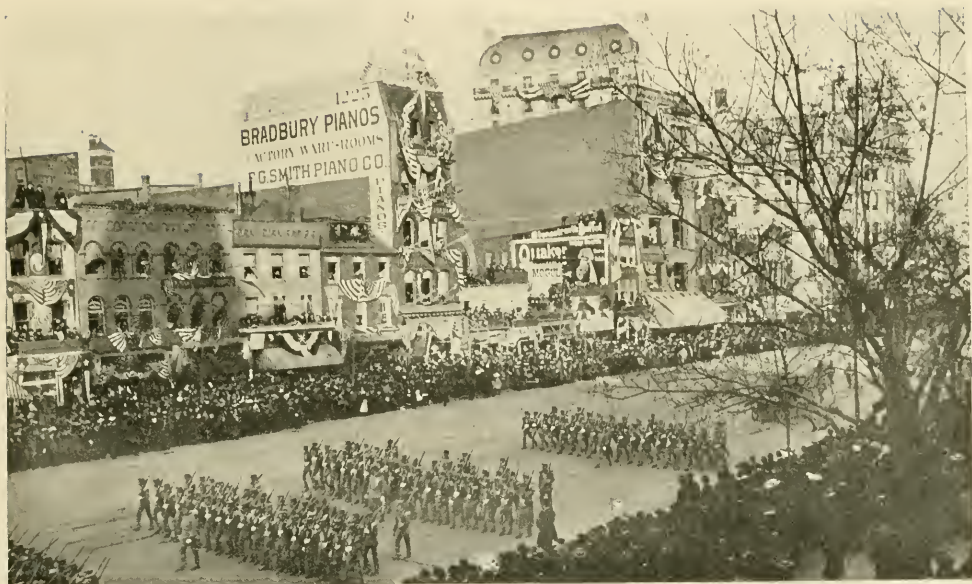
ordered for this occasion a coach and four cream-colored horses, but there was some delay and they had not arrived, and so on the morning of March 4th he is said to have ridden to the capitol alone, on horseback, and presented himself in the Senate Chamber. At his second inaugural, four years later, he rode in a carriage, escorted by a company of militia, and followed by a procession of citizens. On this occasion a ball was given which was attended by about four hundred people, and was said to have been the most brilliant affair ever given in this city, but Mr. Jefferson did not attend.

This was the first inaugural ball, which has since become one of the features of inauguration festivities, and the sale of tickets is largely relied upon to pay the expenses of the decorations, illuminations, etc., necessary to give the city a gala appearance. The money required for this purpose is advanced by public-spirited citizens and repaid from the sale of ball tickets, at from \$5.00 to \$10.00 each, sites for spectators' stands, etc. In case of a deficit these advances would be assessed pro rata, but there is usually a surplus which is turned over to charity, as about 15,000 people attend.

There is so little dancing that the name "ball" appears to be a misnomer, but the scene is a brilliant one. The newly installed President and his wife attend, diplomats and army and navy officers of all ranks appear in full uniform, governors and statesmen of



INAUGURAL PARADE PASSING UP PENNSYLVANIA AVENUE, NEAR 15TH STREET, ESCORTING THE PRESIDENT TO THE WHITE HOUSE AFTER THE INAUGURATION CEREMONIES



"THE AVENUE" NEAR RALEIGH HOTEL, BETWEEN 12TH AND 13TH STREETS

world-wide fame are present, and of course society turns out in force.

In 1809 James Madison was escorted by two companies of cavalry and on his return to the White House nine companies of infantry followed. The papers of that day mentioned with approval that the new President wore a homespun suit. At the beginning of his second term in 1813 the regular troops took part for the first time, as in addition to the volunteers, mounted and on foot, two companies of marines were in line. The two inaugurations of Monroe in 1817 and 1821 seem to have been without special features, as was that of John Quincy Adams in 1825, except that Mr. Adams added to his escort a number of the officers of the regular army, in addition to the marines and the volunteers of both branches of the militia, and delivered his address from a platform erected east of the capitol, an example which has been followed by all his successors.

By 1828 the political parties had organized on widely diverged lines, and the campaign was a spirited one. Andrew Jackson was elected, his admirers flocking to the capitol to see him installed, and the scenes in the city have never been equaled. Jackson was familiarly known as "Old Hickory." Men galloped up and down the avenue with hickory stirrups, hickory-bark bridles and carrying hickory clubs; women wore necklaces of hickory nuts and

carried hickory brooms. Many encounters took place between the partisans of the victorious Jackson and those of the defeated Adams, and on several occasions regular riots started.

Jackson seemed to enjoy the situation and it was announced that he would be glad to have all his friends call on him at the White House. Hundreds accepted the invitation and crowded into the rooms, trampling over the carpets with muddy boots and climbing upon the upholstered chairs to get a sight of their hero; twenty negro servants passed tumblers of punch, fights occurred, women screamed, and finally a barrel of punch was rolled out upon the lawn and the greater part of the crowd followed it, and enthusiastically drank to the health of the new President. Jackson's second inauguration in 1833 and Van Buren's, four years later, presented no noticeable features. On the latter occasion Jackson, although in very poor health, rode in an open carriage with his successor, both to and from the capitol, and later attended the ball in company with the new executive. Four years later, Van Buren was defeated by Gen. W. H. Harrison. Van Buren was a man of polished manners and not a "good mixer," and the campaign was conducted largely upon that issue. Reason appeared to have been little appealed to. This contest is known as the log-cabin and hard-cider campaign. Van Buren was represented as



VIEW OF THE PARADE FROM THE POSTOFFICE

an aristocrat; in many places poles with kid gloves attached were carried in processions to represent him, while a hunter's shirt and coon-skin cap symbolized his opponent. Harrison's fame was principally military, although he had served in both branches of Congress. He had been in command of the forces which disastrously defeated the Indians in an action in the then Territory of Indiana. When elected he was a broken-down man of 68; reaching the capital in a driving snowstorm he was met by a committee of citizens and insisted on walking bareheaded to the hotel, a distance of nearly a mile. Some of the features of the procession which followed his carriage to the capitol and then back to the White House on March 4, 1841, were men in coon-skin caps; barrels on wheels labeled hard cider; cabins with coon and other skins nailed to the outside, and other things illustrating frontier life. A cold wind was blowing and he stood bareheaded while he delivered his address, thereby adding to an already severe cold.

He lived but one month, and was succeeded by the Vice President, John Tyler, who took the oath quietly with no ceremony.

The inauguration of J. K. Polk in 1845 seems to have been the first appearance of organized political clubs, which have since been so prominent a feature on these occasions, as one New York club was present clad in red jackets and carrying a large

banner. The professors and students of Georgetown College in their college uniforms were also in line.

Presidents Taylor, Pierce and Buchanan were inducted into office with parades and festivities. When President Taylor died in 1850, Mr. Fillmore, the Vice President, took the oath quietly. When Abraham Lincoln arrived in the city in 1861 great confusion prevailed.

The country was on the verge of civil war: Washington was a Southern city, and the sympathies of a large part of the residents were with the South.

Threats were made that Lincoln should never live to become President, and the military authorities feared assassination or an outbreak. General Scott, in command of the United States army, posted troops in several parts of the city, two batteries were ready for action and riflemen were quietly placed in several buildings overlooking the route of the parade. There were upward of 1,000 militia in line, and the conspirators, if there were any, were overawed.

In 1864, the country was embroiled in war—thousands of soldiers thronged the muddy streets, but no disturbance of any kind occurred. On the tragic death of Mr. Lincoln, a few weeks later, the Vice President succeeded to the executive office, taking the necessary oath without ceremony.

The great question of the reconstruction of the Union and arranging for the restora-



PARADE TURNING INTO 15TH STREET FROM PENNSYLVANIA AVENUE

tion of the Southern States caused bitter quarrels between Mr. Johnson and almost every prominent man in the North. An attempt to impeach him for high treason only failed for want of a single vote in the Senate, and many feared another civil war, hence when General Grant was elected, there was a universal feeling of relief felt in the North. One way in which this showed itself was by an unusual number coming to the capital to cheer the victor, and the city was crowded. President Johnson and General Grant (who held command of the army until March 4th, to prevent the President promoting one of his friends) had differed so much that Johnson declined even to ride in a separate carriage in the procession.

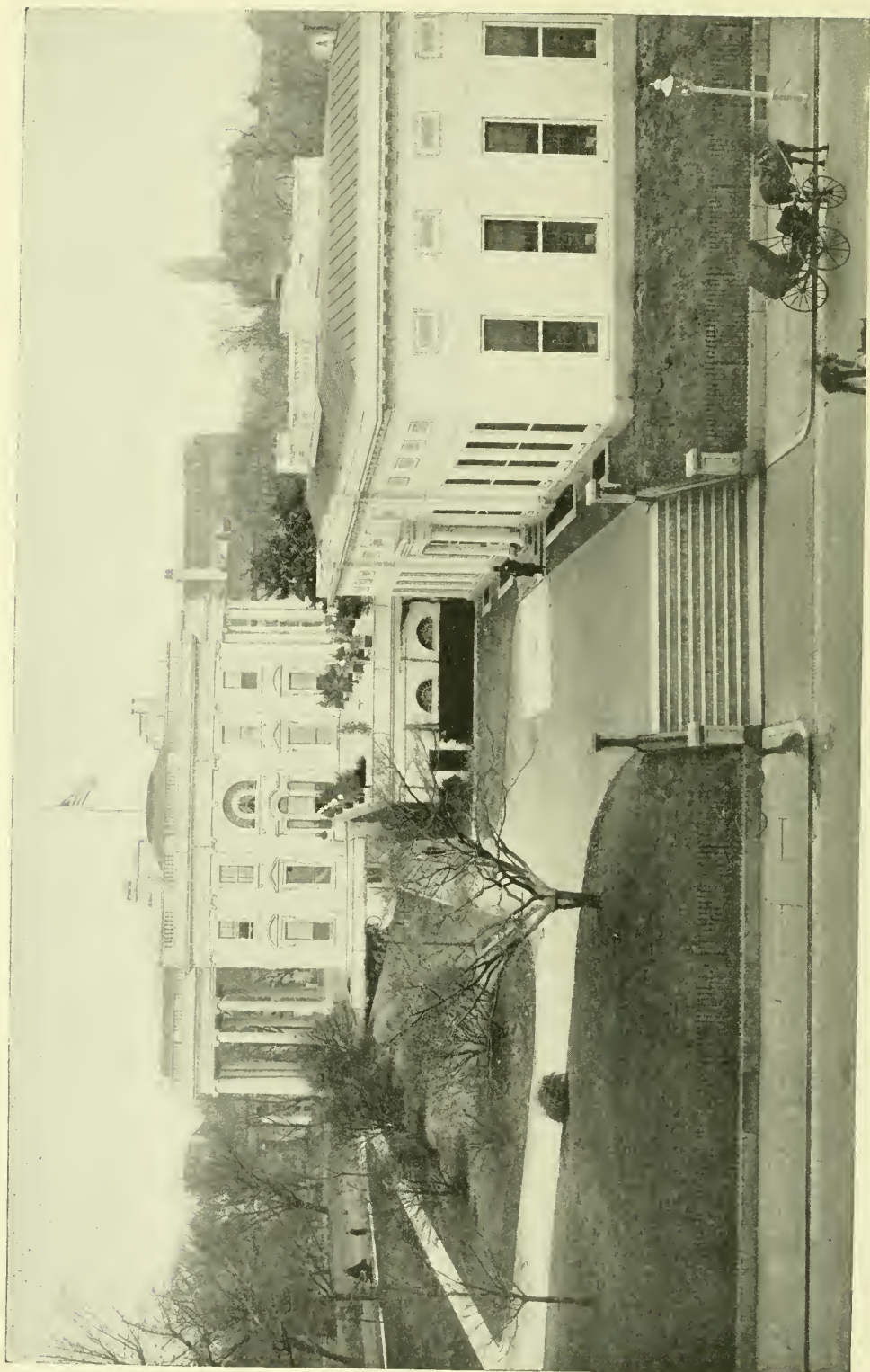
A feature of this display, besides the large number of military organizations, was an omnibus containing thirty survivors of the War of 1812.

March 4, 1873, the date for the beginning of Grant's second term, was one of the coldest days which ever visited Washington. Preparations had been made for an unusual display of military bodies, and some of them suffered intensely. A special building had been erected for the ball, and the supper was cooked in New York at an expense of over \$10,000. But the intense cold prevented the success of the gathering, as ladies in furs and gentlemen in overcoats and gloves can take little interest in dancing. The weather ruined what cost weeks of

labor to produce, and the few who braved the weather sufficiently to attend had no pleasant recollections of the evening.

When Hayes was declared elected, after a stormy contest, and the appointment of a commission to devise some means to count the vote, the constitutional date, March 4th, fell on Sunday, but to save any future embarrassment, as threats had been made to prevent the inauguration, the oath was quietly administered to Mr. Hayes at the White House by Chief Justice Waite on Sunday, the 4th. Few were aware of this, as it was a precautionary measure, and on March 5th he was publicly sworn in, and delivered his address from the stand in front of the capitol.

March 4, 1881, the date that Garfield began his term, opened dull and lowering, with several inches of snow and slush on the ground. The city was crowded and was a mass of decorations, the public buildings being covered with flags and bunting. The escort was the largest which had ever attended any President. Gen. W. T. Sherman was marshal, and led the column over the same route he traversed at the head of his 60,000 veterans in 1865. There were in line about 2,000 regular troops, Pennsylvania's entire national guard, eighteen regiments, led by her governor, and at least 25,000 militia and citizens, marching as clubs. Prominent in line was General Hancock, the defeated candidate. An in-



WHITE HOUSE

augural ball, for which nearly 10,000 tickets were sold, closed the day.

The Republican Party had been in power from 1861 to 1884, but in the latter year was defeated and its old-time competitor elected Grover Cleveland of New York.

He had been chosen mayor of a Republican city, governor of his State and then President and "Cleveland luck" continued until March 4th, his inauguration day being mild and balmy. The city was filled with strangers. The Democratic clubs of New York made special efforts to send large delegations. The military feature was conspicuous; Pennsylvania sent 8,000 of her blue-clad guard and as a contrast Gen. Fitzhugh Lee, clad in gray, marshaled a long column of gray-uniformed men from the Southern States. Some 1,200 Tammany men followed the great banner of the club, which was carried by four men in Indian dress. One New York club of about 200 men was in knickerbocker costume, cocked hats, white silk stockings and long velvet coats, and carried six-foot canes.

In line were several freaks; one man with a live pig, which he had carried from a New York town to pay an election bet; another had a huge broom labeled "a clean sweep," which was what many of those in line expected so far as Republican officeholders were concerned.

Four years later Benjamin Harrison delivered his address in a pouring rain. Rain fell at short intervals all the day.

But the political wheel turned and in March, 1893, Mr. Cleveland again became President; but the day was a striking contrast to his first accession to the office. A cold wind blew and a driving snow made the day anything but a pleasant one, and the intense cold prevented many organizations from taking part.

Seats, capable of holding many thousands of spectators, had been erected along the line of march, but presented a dismal appearance, empty and snow covered, and the speculators who expected to reap a harvest were heavy losers.

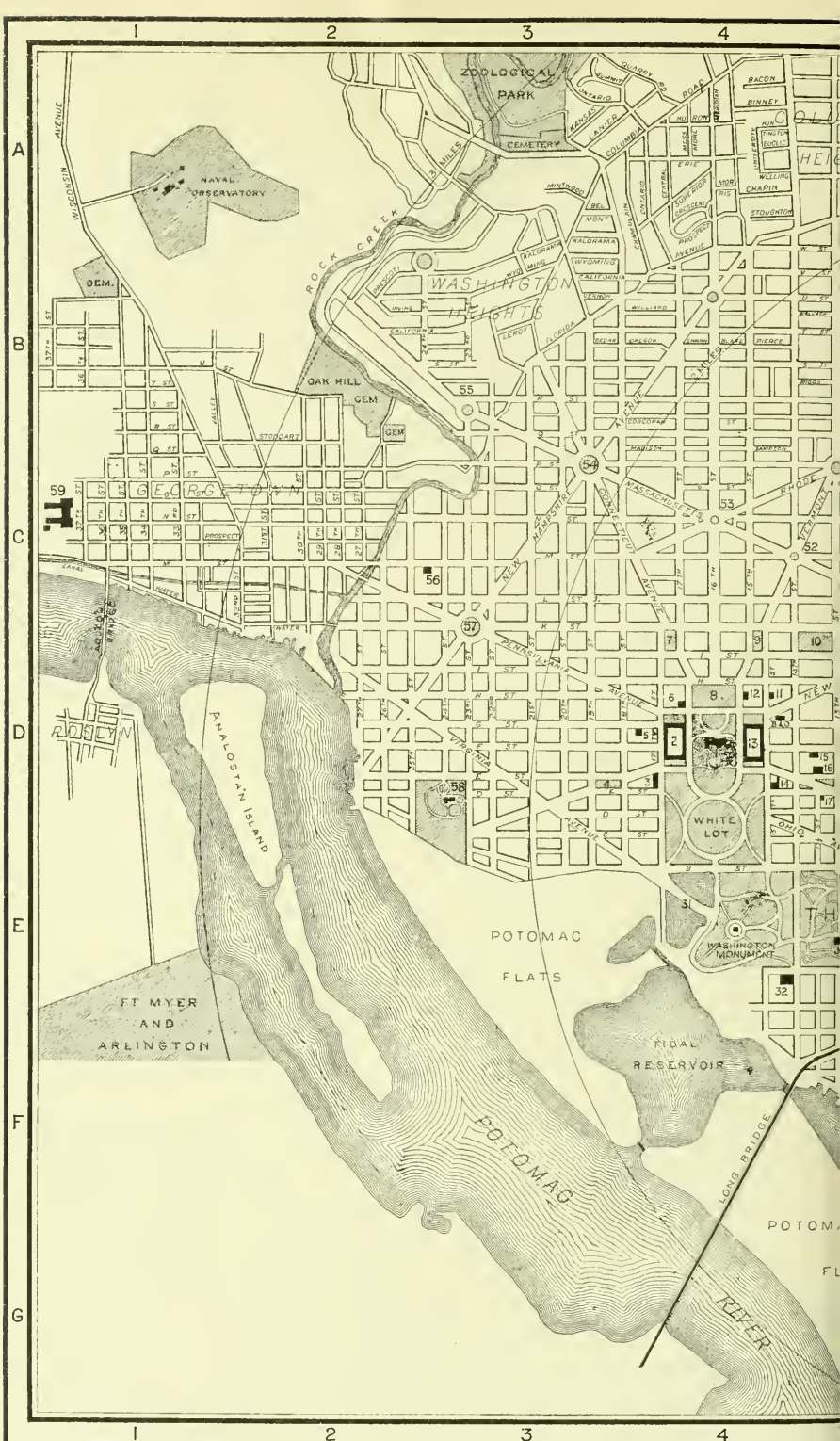
Mr. McKinley succeeded Mr. Cleveland in 1897, and the escort surrounding his carriage was composed of members of the regiment in which he had served. His installation for the second term, four years later, was a quiet one. The usual parade embraced few special features.

In 1905, in the line which followed Roosevelt were a company of Philippine scouts and some Indians, among them the famous Apache chief, Geronimo, which attracted as much attention as did the cadets from West Point and Annapolis.

The tendency has been for the last few inaugurations to make the parade shorter, but more brilliant, and to bar freaks of the kind who think the dignity of such an occasion is enhanced by carrying a pig or a live rooster, or hauling a live bear in a cage. The sight of a body of marching men is inspiring, but to see 25,000 men in the same blue overcoats pass for hours is monotonous and this is true of political clubs with high hats and canes.

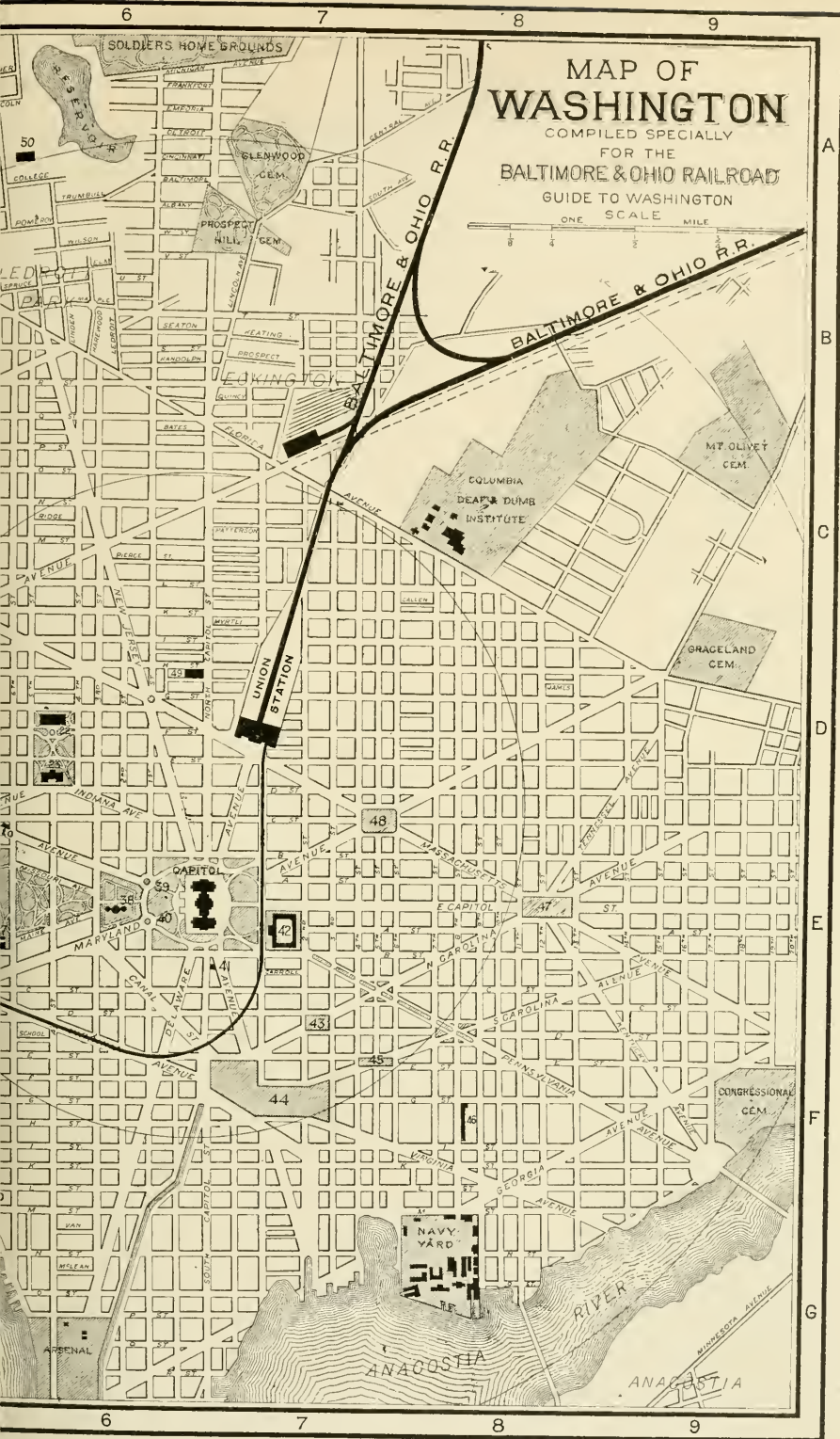
It is hoped to make the coming occasion a brilliant one and the committees in charge are at work on the thousands of details and the hotels are booking orders for rooms from all parts of the country. The marshal selected is General Bell, the ranking officer of the army. The military feature of the inauguration will be a brilliant one and from the number of clubs and organizations which have applied for position in line, it seems as though there would be a record-breaking attendance.





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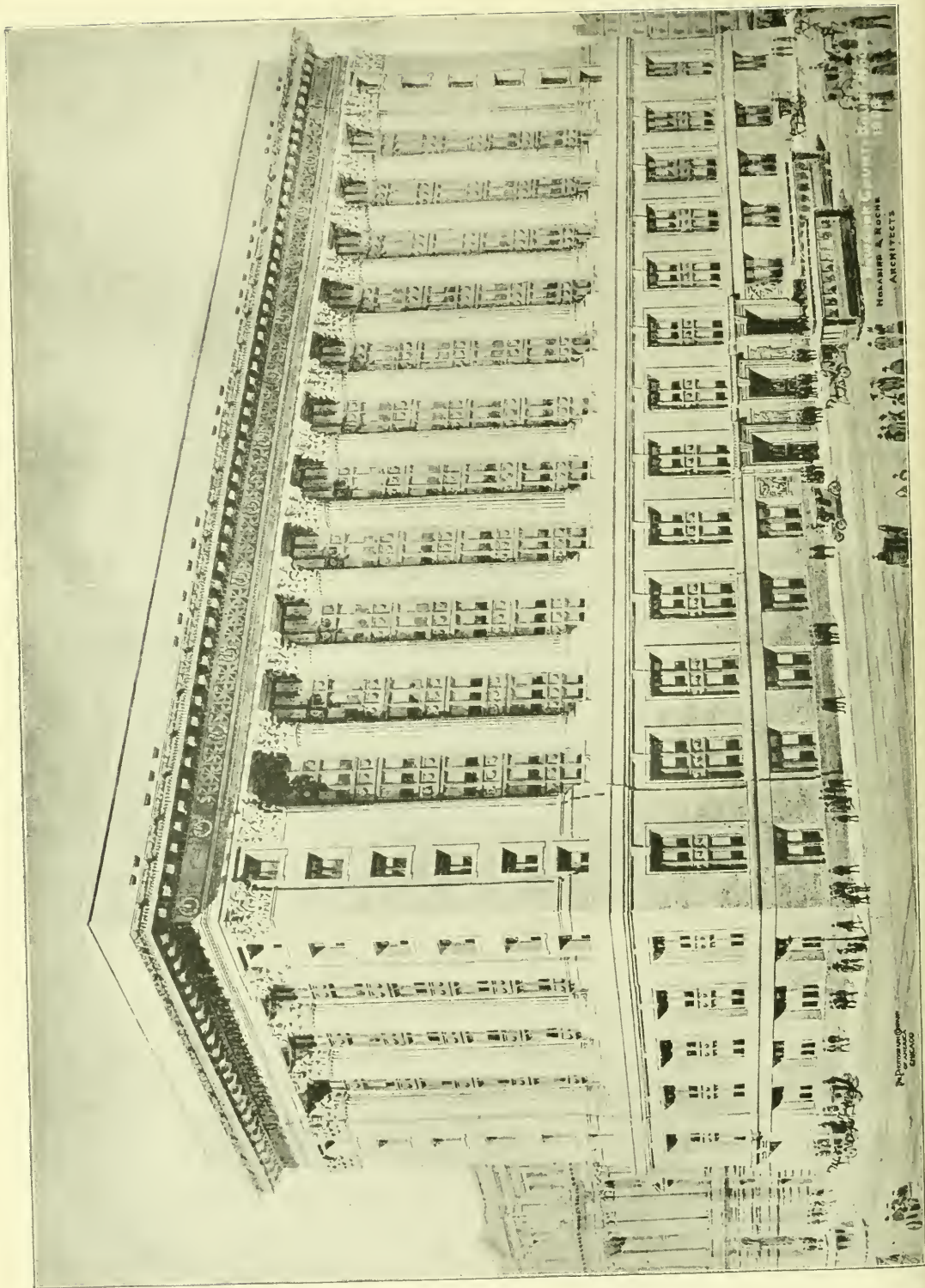
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NEW COOK COUNTY COURT HOUSE, CHICAGO

New Cook County Court House, Chicago



COOK County's new court house is the largest county building in the United States. It is the first attempt in America to combine in one structure the distinctive features of the public edifice and the modern office building, preserving the dignity of the former and retaining the utility of the latter. The classic Corinthian colonnade, whose columns rise ninety-four feet from a three-story granite base and support an entablature and cornice in proportion, produces a monumental effect and gives the structure the repose and impressive character sought in municipal architecture, while the immense window openings, large light shafts, modern heating, lighting and ventilating systems, admirable arrangement of offices and ample elevator service provide all the facilities of the best type of office building.

The main entrance and lobby, with the corridor extending from Washington to Randolph streets, have been made a special feature of the building. The main lobby is thirty-one feet six inches wide and twenty-one feet high. The design of the finish is Italian and all wall and ceiling surfaces are finished in Botticino marble with colored mosaic panels. Instead of applying the marble in thin veneers, as is customary, all work has been cut in solid blocks and is self supporting. The elevator inclosures, the vestibules and doors are made in solid statuary bronze.

The building is trimmed throughout in imported and domestic hardwoods. Highly figured, Port Tabasco mahogany was selected as the most suitable for the finish of all corridors and executive offices. In the court rooms figured ash and chestnut, black birch and quarter-sawn oak, stained in various colors, was used. American red oak was used for the finish for the general offices and working spaces.

The various county offices have been located with a view to procuring the greatest convenience for the public and the best facilities for handling the county's business. The county recorder and the county collector were placed on the first floor; the county clerk and county treasurer on the second, and the board of assessors and board

of review on the third, for the purpose of keeping together the offices connected with the taxing system. They were put on the lower floors in order that they might be more accessible to the public. The fourth floor is devoted to the business of the courts, which is handled by the sheriff and the clerks of the circuit and superior courts. The executive offices are on the fifth floor, with the president of the county board in the center and the assembly room, committee rooms, suite of the county commissioners and offices of the superintendent of public service, county comptroller, county attorney, auditor of the board, civil service commission and coroner occupying the remainder of the space. The sixth floor is occupied by the probate and county courts, which work along similar lines, and the seventh, eighth and eleventh floors are devoted to the use of the circuit and superior courts.

Nearly two acres of floor area are set aside for fireproof vaults. Cook County possesses hundreds of volumes of priceless records and many thousand important documents. Their destruction by fire, as occurred in 1871, would be a public calamity. The basement story and the space between the third and fourth stories are occupied by vaults for the storage of records and documents. In addition to this space the offices of each department contain ample facilities for the temporary storage of current documents.

Space aggregating 50,000 square feet has been reserved for future expansion. Portions of the ninth and tenth floors remain unfinished and smaller areas on other floors may be drawn upon for future use.

The new building is two and a half times as large as the one it replaced and contains the space and facilities to handle the business of the courts for fifty years. There are 11,420,000 cubic feet of space in the building. It costs thirty-eight and four-fifths cents a foot. Entering into the construction of the building are 11,030 tons of structural steel, 14,000 tons of granite, 33,000 tons of concrete and 6,000,000 bricks. This material alone exceeds 73,000 tons.

This immense mass rests on 130 concrete caissons that extend to solid rock about 116 feet below the street grade, the deepest caisson being 121 feet. In these caissons



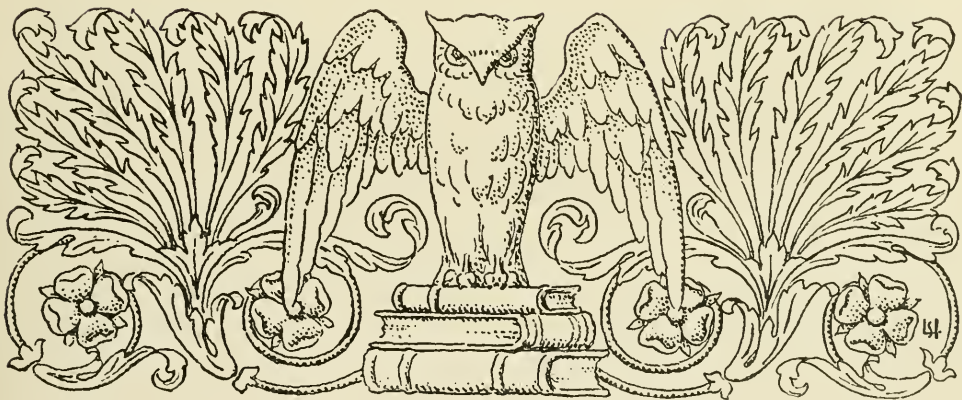
CLARK STREET ENTRANCE TO COURT HOUSE, CHICAGO

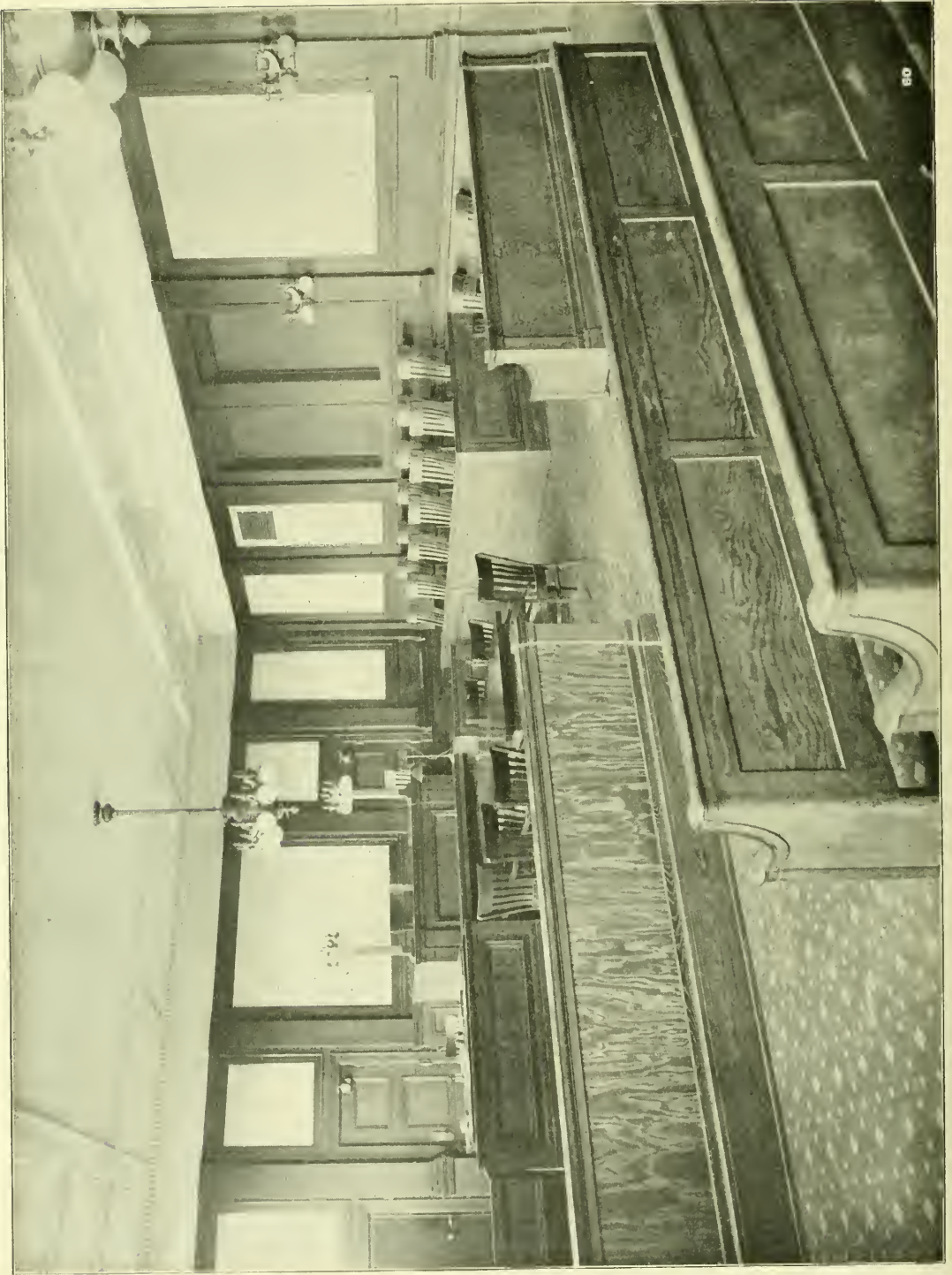
are 450,000 cubic feet of concrete—in bulk almost twice the volume of the Auditorium tower. The building fronts 374 feet on Clark Street and 157 feet each on Washington and Randolph streets. The lowest floor is that of the boiler room story, 38 feet below the street level, and the highest point of the roof is 218 feet above grade. The old court house had a total area of five acres. The new structure has fourteen acres of floorspace. There is one mile of corridors.

In 1851 and again in 1872 the County of Cook entered into an agreement with the city of Chicago by which it permitted the city to erect its city hall upon the west

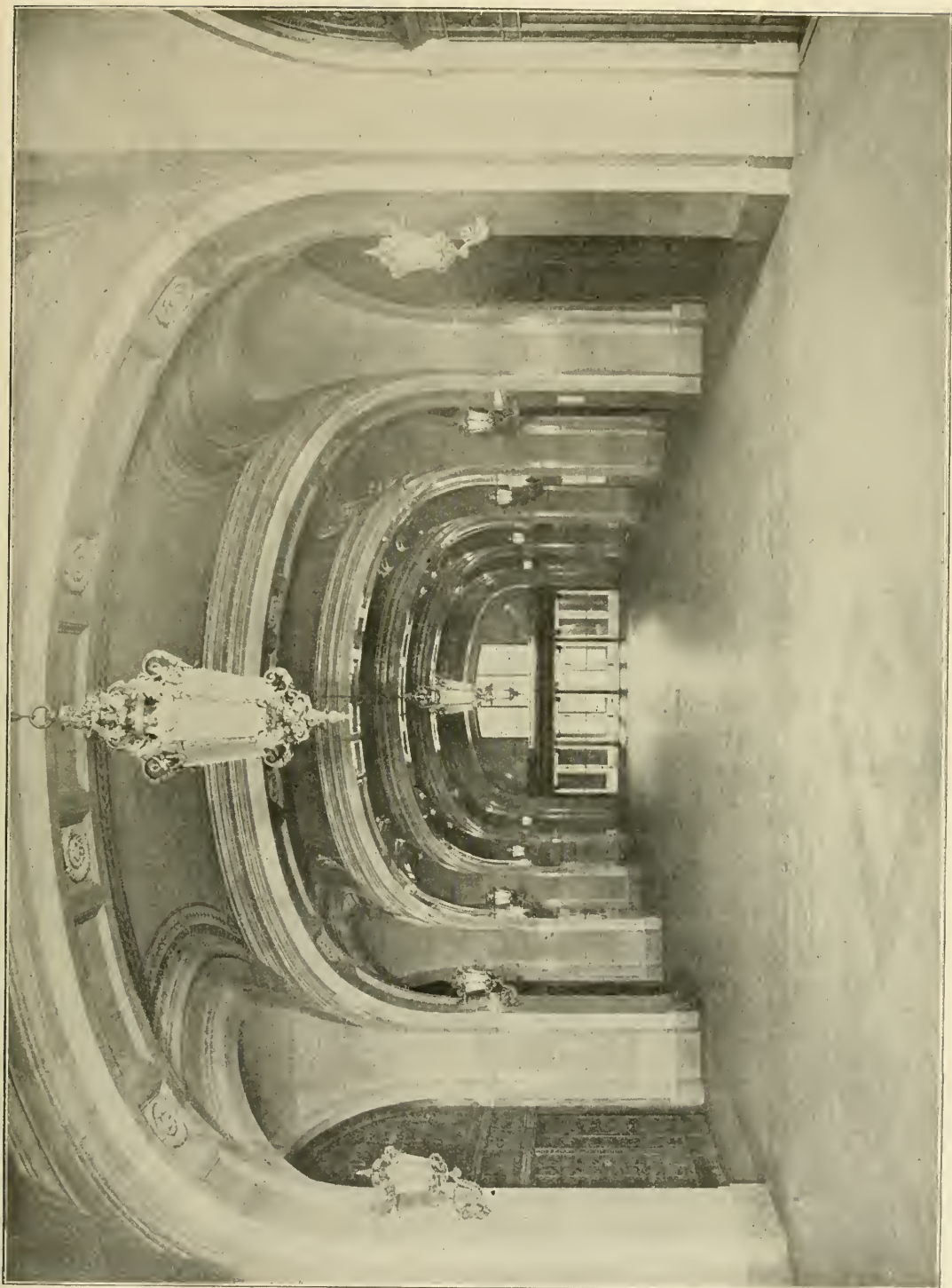
half of the block with the right to its perpetual use so long as it is used for city hall purposes.

The city has begun the erection of a new building which, when completed, will form an integral part of the new courthouse, and the two structures will become a unified and impressive public edifice. The granite pavilions and the return on the west corners of the building will be removed and replaced by columns which will extend the colonnade as it appears on Clark Street across the Washington and Randolph Street fronts of the structure. When completed the building will have four similar facades.





COUNTY COURT ROOM



GRAND CORRIDOR, CLARK STREET ENTRANCE, COURT HOUSE, CHICAGO

New Liberty Street Terminal at New York



THE new Liberty Street terminal of the Central Railroad of New Jersey, which is used by the Baltimore & Ohio Railroad, will be thrown open to the traveling public about

January 1st next.

While the new terminal and the proposed bridge across West Street will not be entirely finished, the ground floor waiting-rooms, ticket offices, and both ferry slips will be placed in permanent commission.

As the bulkhead line has been moved some 180 feet riverward, West Street at this point will be 200 feet wide from the east line to the face of the new building, an increase in width of 130 feet.

The general design of the new building follows the Ionic type, the front elevation being rendered in copper. So far as possible, the entire structure has been made fire-proof, wood being used only for the trim of windows, for which quartered oak has been chosen to harmonize with the massive high-backed settees. The walls of the main waiting-rooms on both the ground floor and the second floor, giving access to the upper decks of ferryboats, will be done in artistically

molded plaster with a deep wainscoting of Istrian marble.

One of the great advantages that passengers will gain in the new terminal will be the bridge across West Street, connecting the upper floor with exits and entrance on Liberty Street, concrete piers for the span having already been laid.

The task of erecting the new terminal without interrupting the great daily tide of incoming and outgoing traffic has been a long and arduous one and beset with not a few difficulties.

Some idea of the stalwartness of the foundation for the new ferry and slips may be gathered from the fact that more than 21,000 cubic yards of crushed stone was dumped among piles, thirty-five to seventy-five feet in length, and driven to solid rock. On this substantial basework was built the bulkhead wall, containing forty-four blocks of reinforced concrete, weighing fifty tons each, and resting on piles cut off sixteen feet below low-water mark. To set these blocks and level up the foundation on this massive abutment it was necessary to employ relays of divers, and the task was slow and tedious. Something like 2,000 piles were used in the foundation.



A Hundred-Point Man

By ADELBERT CLARK

Strive to be a hundred-point man—
The highest is none too good.
Build up a character where Truth
And Love are well understood.
Be loyal and true to every trust,
Though you walk in paths of pain,
And every cloud above your head
Is heavy with drenching rain.

Strive to be a hundred-point man—
Cower not, at the world's coarse laugh.
Each kind word and deed are gems,
And truth counts more than half.
Be true to the one who employs you,
Though often the kindest deed,
Instead of bringing you pleasure,
Will sting like a poisonous weed.

Strive to be a hundred-point man
And rank the best among men!
Hang not on the tongue of age, friend,
The dark words, "It might have been."
Now is the time for building things
That shall lead the world along.
Now, is the time we want such men—
Be loyal and brave and strong!

“Including Finnigin”



UPERINTENDENT FLANNIGAN'S instructions to Section Boss Finnigin and the latter's strict obeisance to his superior's dictum are well known in railroad literature. They originated in verse more than fifteen years ago, but if any of the new railroad blood of recent years have not seen them, Mr. Gillilan has put them in a book and they can be found with a lot of other good things under

the title of "Including Finnigin" which can be had by applying to the author at Baltimore, Md.

Mr. Strickland W. Gillilan has written much for the newspapers, and for the magazines, and has talked for "Chautauquas" and lectured for all the country, but his railroad sermon, to "be brief," touched the keynote in all callings, and is herewith produced again for anyone whom it may have missed:

FINNIGIN TO FLANNIGAN

Superintendent wuz Flannigan:
Boss av th' siction wuz Finnigin.
Whiniver th' cyars got off th' thrack
An' muddled up things t' th' divvle an' back,
Finnigin writ it t' Flannigan,
Afther th' wrick wuz all on agin;
That is, this Finnigin
Repoorted t' Flannigan.

Whin Finnigin furst writ t' Flannigan
He writed tin pa-ges, did Finnigin;
An' he towld just how th' wrick occurred.
Yis, minny a tajus, blundherin' wurrd
Did Finnigin write t' Flannigan
Afther th' cyars had gone on agin.
That's th' way Finnigin
Repoorted t' Flannigan.

Now Flannigan knowed more than Finnigin—
He'd more idjucation, had Flannigan.
An' ut wore 'm clane an' complately out
T' tell what Finnigin writ about
In 'is writin' t' Musther Flannigan.
So he writed this back: "Musther Finnigin—
Don't do sich a sin agin;
Make 'em brief, Finnigin!"

Whin Finnigin got that frum Flannigan
He blushed rosy-rid, did Finnigin.
An' he said: "I'll gamble a whole month's pay
That ut'll be minny an' minny a day
Befure sup'rintindint—that's Flannigan—
Gits a whack at that very same sin agin.
Frum Finnigin to Flannigan
Repoorts won't be long agin."

Wan day on th' siction av Finnigin
On th' road sup'rintinded be Flannigan,
A ra-rail give way on a bit av a curvve
An' some cyars wint off as they made th' shwarrve.
"They's nobody hurrted," says Finnigin,
"But repoorts must be made t' Flannigan."
An' he winked at McGorrigan
As married a Finnigin.

He wuz shantyin' thin, wuz Finnigin,
As minny a railroader's been agin,
An' 'is shmoky ol' lamp wuz burrinin' bright
In Finnigin' shanty all that night—
Bilin' down 's repoort, wuz Finnigin.
An' he writed this here: "Musther Flannigan—
Off agin,—on agin,
Gone agin,—Finnigin."



Stub Ends of Thought

By ARTHUR G. LEWIS.



SELF-REPRESSION is the hardest lesson that logic has to learn.

EVERY successful effort must bear the indelible stamp of purpose.

WHAT a terrible price we sometimes pay for the supremacy of self-respect!

LIFE is the mother that nourishes the mortality of to-day into the eternity of to-morrow.

EVERY association worth possession is that of work or love, and either are worth living for.

A SENSE of duty and pride is often stronger than a realization of right—hence the consequences.

THE law of influence makes us what we are, whether we control ourselves or allow others to do so.

THE only castles of life that stand the storms are those built on a foundation of love and contentment.

THE tide has gone out burdened with our good intentions, and will return to-morrow for more.

AT least one-half of the adverse criticism we hear is untrue, and the remainder frequently unjust.

THE first requisite and only extenuating circumstance of indiscretion is that we shall be discreetly indiscreet.

A Christian is anyone who can and will, through self-sacrifice, make someone or something better than it was before.

Resignation

By ARTHUR G. LEWIS

The day will dawn despite the night
Of darkness, doubt and care;
And resignation take the place
Of what we deemed despair.
The flowers that yesterday we loved
No more will solace bring—
So let us now arrange our dates
For those that bloom next spring.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 22, 1908.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON, NEW UNION STA ..	7.00	9.00	9.00	11.00	1.00	3.00	5.00	9.00	12.15	2.52
LV. BALTIMORE, CAMDEN STATION ..	7.55	9.50	9.52	11.50	1.55	3.48	6.00	10.00	1.16	3.46
LV. BALTIMORE, MT. ROYAL STATION ..	8.00	9.54	9.57	11.54	1.59	3.52	6.05	10.05	1.26	3.51
AR. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	12.40	3.50	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.52	6.22	8.32
AR. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 22, 1908.									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
Lv. NEW YORK, 23D STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50
Lv. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21
Ar. BALTIMORE, CAMDEN STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27
Ar. WASHINGTON, NEW UNION STA	7.50	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 22, 1908.									
WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 LIMITED DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	
Lv. NEW YORK, 23D STREET	9.50 AM	11.50 AM	3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	NOTE.	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM		
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM		
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM		
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM		
Lv. WASHINGTON, NEW UNION STA	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM		
Ar. DEER PARK HOTEL									
Ar. PITTSBURG			6.45 AM		9.42 PM	6.25 PM	8.50 AM	Lv 6.25 PM	
Ar. CLEVELAND			12.00 NN						
Ar. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		Lv 5.15 PM	
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM	
Ar. CHICAGO		5.15 PM			9.45 AM			7.30 AM	
Ar. CINCINNATI	8.05 AM			5.36 PM		1.45 AM			
Ar. INDIANAPOLIS	11.45 AM			10.36 PM		6.35 AM			
Ar. LOUISVILLE	11.50 AM			9.36 PM		7.20 AM			
Ar. ST. LOUIS	5.50 PM			7.40 AM		1.40 PM			
Ar. CHATTANOOGA	7.30 PM			6.40 AM					
Ar. MEMPHIS	11.25 PM			8.35 AM					
Ar. NEW ORLEANS	10.55 AM			8.15 PM					

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 22, 1908.									
EASTWARD									
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY		
Lv. CHICAGO			6.00 PM	10.40 AM			8.30 PM		
Lv. COLUMBUS				7.00 PM					
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM		
Lv. CLEVELAND			7.30 PM		3.00 PM				
Lv. PITTSBURG			8.00 AM		10.00 PM				
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.00 PM	1.15 PM		
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.20 PM			
Lv. INDIANAPOLIS	* 3.00 PM	* 8.05 AM				2.30 AM			
Lv. CINCINNATI	* 6.35 PM	12.15 PM				4.12 AM			
Lv. NEW ORLEANS		9.15 AM				8.00 AM			
Lv. MEMPHIS		8.35 PM				7.10 PM			
Lv. CHATTANOOGA		11.35 PM				6.35 AM			
Lv. DEER PARK HOTEL									
Ar. WASHINGTON NEW UNION STA	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM		
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM		
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM		
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM		
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM		
Ar. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM		

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. D. CRAWFORD, City Ticket Agent. G. W. SQUIGGOINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. H. BURNHAM, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, E. H. SLAY, Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BARKHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo 11.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; C. D. RICE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, O. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent. No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
PHILADELPHIA, 834 Chestnut Street, BERNARD ASHBY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 603-5 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent. 403-5-7 5th Avenue, W. S. MILLER, City Ticket Agent; A. J. SMITH, City Passenger Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., 203 Monadnock Building, EDWIN ANDERSON, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent; McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 814 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. O.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

O. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH

Washington Southern R'y, Richmond, Fredericksburg & Potomac R. R. and Seaboard Air Line

NEW YORK TO FLORIDA

Through Pullman parlor car, New York to Richmond, is attached to Seaboard Air Line train No. 81 at Washington for Jacksonville, with through sleeping cars to Tampa and Memphis. Dining cars serve dinner from Washington to Richmond.

THE SCHEDULE

DAILY

Leave New York, 23d Street	No. 527	1.50 pm
Leave New York, Liberty Street		2.00 pm
Leave Philadelphia, 24th and Chestnut		4.16 pm
Leave Wilmington		4.47 pm
Arrive Baltimore, Mt. Royal Station		6.09 pm
Arrive Baltimore, Camden Station		6.13 pm
Leave Baltimore, Camden Station		6.16 pm
Arrive Washington, New Union Station		7.00 pm
Leave Washington, R. F. & P	No. 81	7.35 pm
Arrive Richmond, Va., Main Street		10.45 pm
Leave Richmond, Seaboard Air Line	No. 81	10 55 pm
Arrive Pinehurst		7.30 am
Arrive Columbia		10.20 am
Arrive Atlanta		5.00 pm
Arrive Birmingham, Central Time		9.50 pm
Arrive Memphis		7.40 am
Arrive Savannah		1.00 pm
Arrive Jacksonville		4.50 pm
Arrive Tampa		6.30 am

BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH

Washington Southern R'y, Richmond, Fredericksburg & Potomac R. R. via Washington, Seaboard Air Line and Atlantic Coast Line

PITTSBURG TO FLORIDA

Train No. 12, "Duquesne Limited," has through Pullman drawing-room sleeping car Pittsburg to Richmond, which is attached to Atlantic Coast Line train No. 89 at Washington, with through coaches and Pullman buffet sleeping car Washington to Jacksonville.

Train No. 6, "Chicago-New York Limited," has observation parlor car and dining car Pittsburg to Washington. Connects with Seaboard Air Line train No. 81, with through coaches Washington to Jacksonville, and through sleeping cars Washington to Tampa and Memphis. Dining cars en route.

THE SCHEDULE

Baltimore & Ohio	No. 12	No. 6
Leave Pittsburg, Eastern Time	6.00 pm	8.00 am
Leave Connellsville	7.44 pm	9.45 am
Leave Cumberland	10.30 pm	12.40 pm
Arrive Washington, Union Station	2.37 am	4.42 pm
	A. C. L. No. 89	S. A. L. No. 81
Leave Washington, R. F. & P.	4.20 am	7.35 pm
Arrive Richmond, Va.	7.50 am	10.45 pm
Leave Richmond	8.15 am	10.55 pm
Arrive Pinehurst		7.30 am
Arrive Wilmington	6.10 pm	.....
Arrive Columbia	10.45 pm	10.20 am
Arrive Atlanta		5.00 pm
Arrive Birmingham, Central Time		9.50 pm
Arrive Memphis		7.40 am
Arrive Charleston	11.15 pm	.....
Arrive Savannah	2.10 am	1.00 pm
Arrive Jacksonville	7.15 am	4.50 pm
Arrive St. Augustine	10.35 am	.....
Arrive Tampa	6.00 pm	6.30 am



Map of
THE
PACIFIC
AND CONNECTIONS

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	8	9	10	11	2	3	4	5	6	7	8	1	2	3	4	5	6	7	12	13	14	15	16	17	18
12	13	14	15	16	17	18	9	10	11	12	13	14	15	15	16	17	18	19	20	21	12	13	14	15	16	17	18
19	20	21	22	23	24	25	16	17	18	19	20	21	22	22	23	24	25	26	27	28	19	20	21	22	23	24	25
26	27	28	29	30	31	..	23	24	25	26	27	28	29	29	30	31	..	..	..	..	26	27	28	29	30	..	..
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	1	2	3	4	5	6	7	..	1	2	3	4	5	6	10	11	12	13	14	15	16
10	11	12	13	14	15	16	7	8	9	10	11	12	13	12	13	14	15	16	17	18	9	10	11	12	13	14	15
17	18	19	20	21	22	23	14	15	16	17	18	19	20	19	20	21	22	23	24	25	16	17	18	19	20	21	22
24	25	26	27	28	29	30	21	22	23	24	25	26	27	26	27	28	29	30	31	..	23	24	25	26	27	28	29
31	..	..	..	..	..	..	28	29	30	..	..	..	..	..	..	..	..	..	..	..	30	31	..	..	..	..	..
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	6	7	8	9	10	11	..	..	..	..	..	..	1	1	2	3	4	5	6	7	..	..	1	2	3	4	5
13	14	15	16	17	18	19	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
20	21	22	23	24	25	26	11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
27	28	29	30	..	..	..	18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
..	..	..	..	..	..	..	25	26	27	28	29	30	31	29	30	..	..	..	..	..	27	28	29	30	31	..	..

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE

ROYAL
BLUE

AUTOMOBILE TRUCKS AT UNION STATION, WASHINGTON





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To the
INAUGURATION
at
WASHINGTON

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LOUISVILLE
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CHICAGO
COLUMBUS
CLEVELAND
WHEELING
PITTSBURG
BALTIMORE
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TO

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AND THE

SOUTH

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FROM ALL POINTS
ON THE

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From New York

" Philadelphia
" Baltimore
" *Pittsburg
" *Wheeling
" *Parkersburg

{ January 22 Southern Railway
February 5 Atlantic Coast Line
February 19 Seaboard Air Line

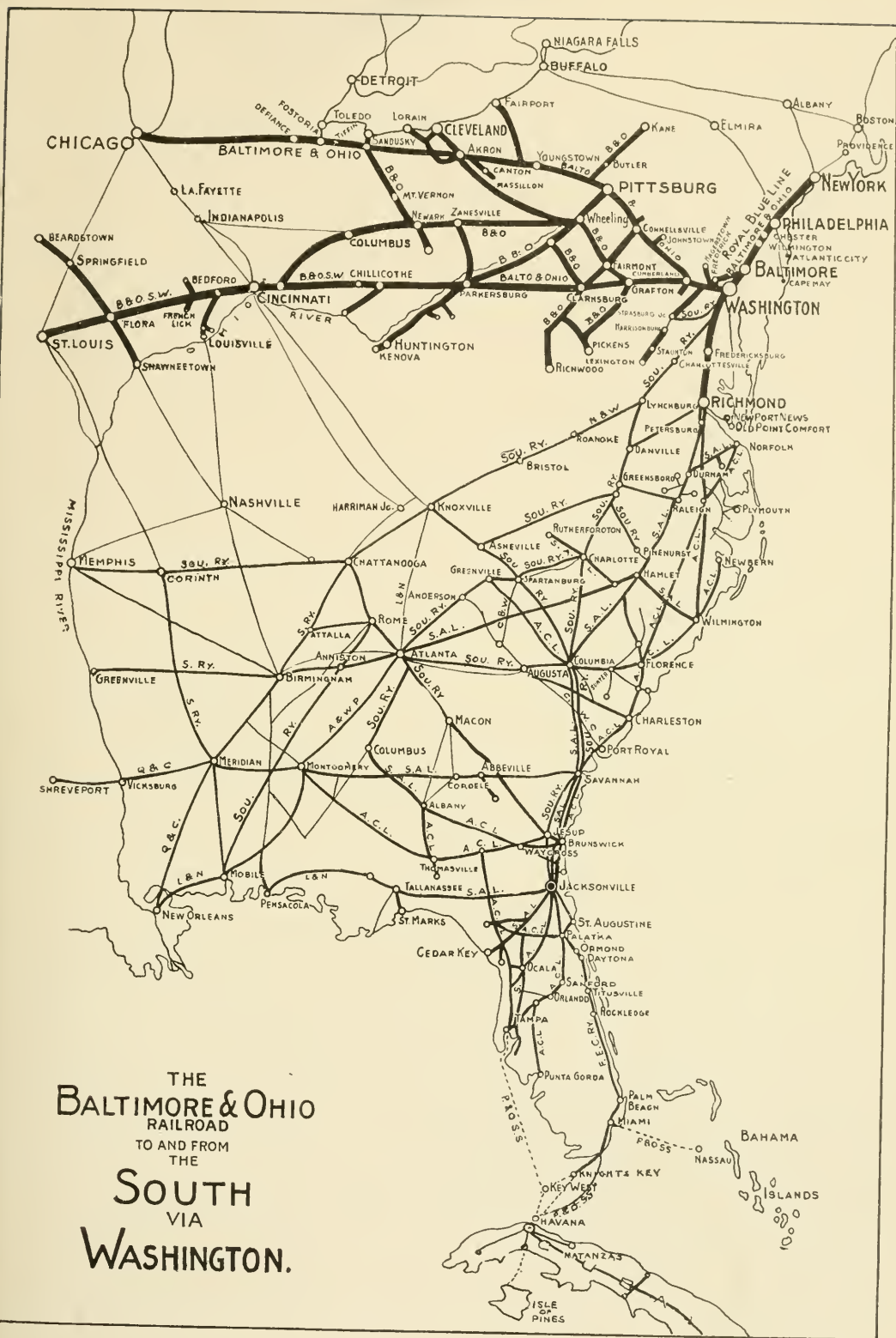
*One day earlier.

VIA **WASHINGTON**

AND

NEW UNION STATION

Secure full information as to rates, routes, schedules,
etc., from Ticket Agents Baltimore & Ohio R. R.



The Baltimore & Ohio

TO THE SOUTH THROUGH

WASHINGTON GATEWAY

NEW UNION STATION

THE concentration of all lines entering Washington in New Union Station affords direct connections to the Baltimore & Ohio with all Southern lines without transfer across the city.

Baltimore & Ohio trains from the North, East and West line up under the same roof with through trains of the Seaboard Air Line, Atlantic Coast Line, Southern Railway and Washington Southern-Richmond, Fredericksburg & Potomac Railways to Richmond, Asheville, Pinehurst, Savannah, Atlanta, Charleston, Jacksonville, St. Augustine, Tampa, all the Florida resorts and Cuba.

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Through Parlor Cars run between New York and Richmond, Va.

Secure a Baltimore & Ohio folder to Southern points.

BOOK OF THE ROYAL BLUE

JANUARY, 1909

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PRICE, 5 CENTS.

50 CENTS PER YEAR.



"JANUARY"

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

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BALTIMORE, JANUARY, 1909

No. 4

The Interior of the New Union Station at Washington



THE immensity of the new Union Station at Washington, D. C., will be appreciated at least every four years, at the inauguration of a President. This great station, now practically completed, with the exception of the

most elaborate railway station in the world. It has employed every known improvement for the convenience and comfort of the traveler; and in its construction the designers have borne in mind the enormous inauguration crowds which come to Washington at certain seasons, and the consequent congestion of traffic which formerly blocked the



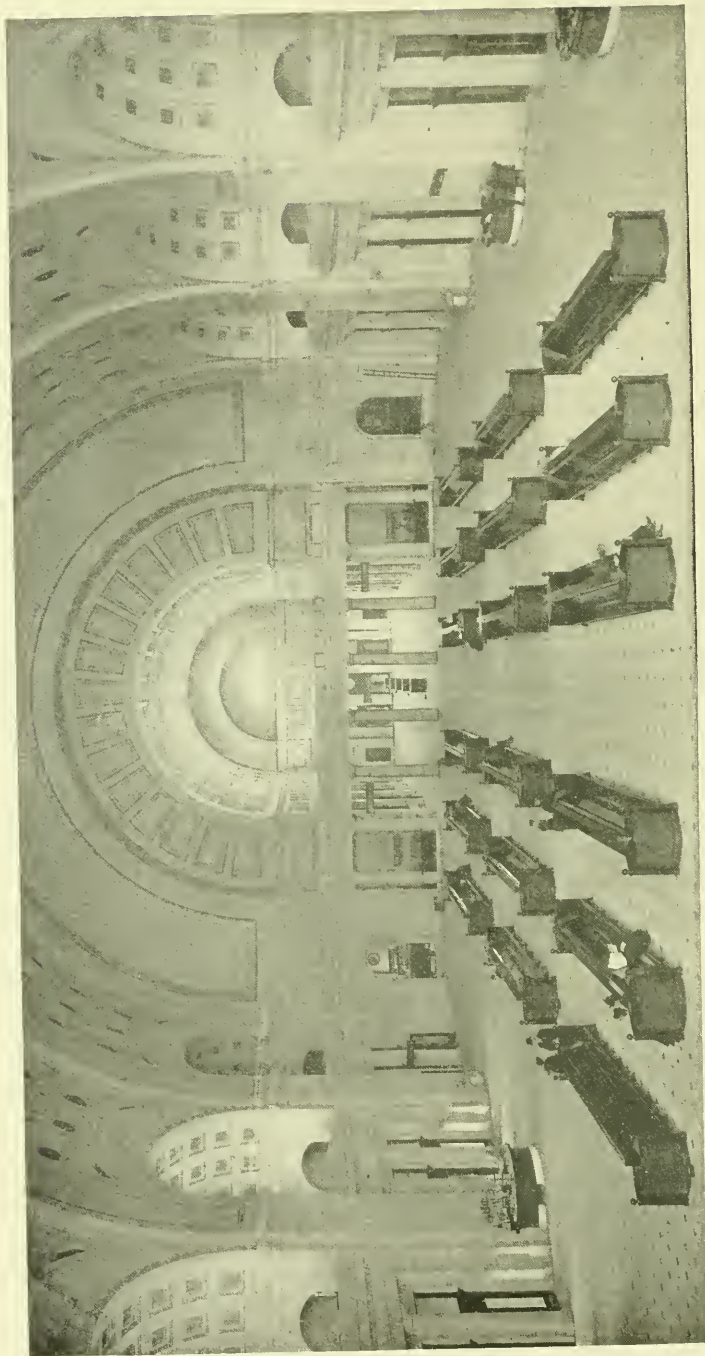
CARRIAGE ENTRANCE

ornamental statues on the exterior of the building and the grading of the plaza, will receive its first test for the handling of crowds on March 4th, when Mr. Taft will be inaugurated President, and Mr. Sherman, Vice President of the United States.

This station is probably the largest and

two small railway stations then compelled to handle the business.

The new station is located on Massachusetts Avenue, its center looking out Delaware Avenue towards the capitol, which is about three blocks away. The location is most desirable for all purposes, and the recent



GENERAL WAITING-ROOM, UNION STATION, WASHINGTON, D. C.



THE GRAND PORTICO

completion of the street car tracks immediately in front of the station makes it readily accessible to all parts of the city on a 5-cent fare by either of the two lines operating in the city.

When the architects of Union Station submitted their plans they had in mind a terminal which would be in keeping with the future of the nation's capital city. As the station was to be the nation's vestibule or gateway, it should of necessity be built in harmony with the character of the other Government buildings in Washington, bearing in mind that a more beautiful Washington was the aim of the future. With this end in view the architectural motives were drawn from the triumphal arches of Rome.

The entire ground area of the Washington Terminal Company property is estimated at about one hundred and sixty acres. This territory embraces the main station building, three signal towers, powerhouse, express building, locomotive and repair shop, coach yards and the sixty miles of track which con-

verge into the thirty-three separate tracks which enter the station.

The main building is six hundred and twenty feet long and from sixty-five to one hundred and twenty-five feet in height, and is constructed of white granite. The three main entrance arches from the street are fifty feet in height and thirty feet in width, and are larger in every way than their Roman prototypes.

These central doorways lead into a vaulted open-air vestibule extending across the entire front of the building, and from thence directly into the main waiting-room. At right angles on the east and west sides of the main building are end pavilions covered by two forty-foot arched carriage entrances, the one on the east leading to a suite of apartments for the use of the President of the United States and the nation's honored guests, while the one on the west leads to a general carriage porch near the ticket and baggage lobby. The central and side vestibules are connected, forming a continuous

covered porch along the front and sides of the building.



MAIN ENTRANCE



GRAND CONCOURSE, UNION STATION, WASHINGTON, D. C.

The general waiting-room is one of the finest in the world. It is two hundred and twenty feet long, one hundred and thirty feet wide and covered by a Roman barrel vault, ninety feet high, decorated with sunken coffers or panels. The light during the day is transmitted through a semicircular window at the east end, seventy-five feet in diameter, and by five semicircular windows, thirty feet in diameter, on the north side and three on the south side. In the ticket lobby the light is admitted through the roof. At night the light is obtained by electric reflection from powerful arc lights hidden in the upper alcoves over the vestibules on the north and south sides, the light being thrown against the great expanse of ceiling and reflected throughout the room, producing a very soft effect, while the lights themselves are concealed. This lighting scheme is effected by a series of inverted arc lamps with corrugated mirror reflectors, which throw the light to the ceiling, from whence it is reflected to the floor. To soften the bluish-white glare of the arc lights a light yellow-tinted cathedral glass



INFORMATION BUREAU

screen is placed over the lamps and reflectors.

At the east end of this immense hall are grouped the dining-room, lunch-room and women's waiting-room. The main dining-room is decorated in rich colors and is handsomely furnished, having the appearance of belonging to a high-class modern hotel. The lunchroom has the usual counters, besides small tables. The service in both dining-room and lunchroom is excellent in every detail and moderate prices are charged for the choicest food.

The ladies' retiring-room is in keeping with the rest of the building in magnificent but plain appointments.

At the west end and on opposite sides of a lobby fifty feet wide are the ticket offices and baggage-rooms. There are five large ticket windows and every provision is made to handle large crowds with the utmost dispatch. Across from the ticket windows is the baggage checking room, enabling passengers to attend to their baggage with the least inconvenience. To the left of the entrance to the ticket lobby are the men's toilet,



THE PRESIDENT'S ROOM



TRACKS LOOKING TOWARD STATION



GATE TO TRAIN SHEDS



WOMEN'S WAITING-ROOM

barber shop, smoking-room and telephone and telegraph booths. To the right of the ticket lobby is the information bureau.

The great concourse or lobby exceeds anything ever built for a similar purpose. It is seven hundred and sixty feet long by one hundred and thirty feet wide and covered by an arched ceiling in a single span, decorated with panels, a part of which transmits the light.

So large is the area of the concourse that it is said the entire standing army of the United States can be accommodated therein at one time. The concourse is separated from the umbrella sheds and tracks by an artistic iron fence with gates opposite each platform. These gates are supplied with automatic devices, showing the name of the railroad, number and name of the train, its time of departure and all the principal cities reached by it. It is

worked by electricity, and is absolutely clear and understandable to a passenger and can be read many feet away.

The train yard opposite the concourse is seven hundred and sixty feet wide, corresponding with the length of the concourse. The tracks are covered by umbrella sheds and consequently there is never an accumulation of smoke, steam or gases to annoy the passengers. The northern railroads use the tracks of the high level, occupying four hundred and eighty feet of the entire width from the west. In the remaining two hundred and eighty feet on the east side the tracks are depressed and are used by the southern railway connections by the way of the tunnel under 1st Street, the plaza and the station.



TICKET OFFICES

The electro-pneumatic interlocking system is installed for the safe operation of trains on the tracks within the jurisdiction of the terminal. Of the three interlocking plants or towers the largest or main tower is at K Street and Delaware Avenue. In this tower are operated 162 levers. In the New York Avenue tower, the next in size, are fifty-eight working levers and in the Massachusetts Avenue tower are twenty working levers. There are 108 working switch levers in all, operating seventy-three signal switches, five derails, eighty-six ends of double slip-switches with movable point frogs. There are 106 signal levers, operating 251 three-position signals and 157 two-



TAXICABS AT UNION STATION



TRACKS LOOKING FROM STATION



CONDUCTOR SIGNALING READINESS TO START

position signals, making a total of 408 working signals; besides, there are 164 fixed blades to carry out the speed signaling principle. Thirty of the working signals are light signals in the Massachusetts Avenue plant for tunnel operation.

This prosaic data may or may not mean something to the average passenger who surveys the intricate network of tracks and signals when he enters Washington, but the careful manipulation of these levers and signals by the men in the towers regulates the safety of the trains.

One of the most interesting features of the center tower at K Street is the large illuminated track diagram, which is a reproduction in miniature of the entire track layout, revealing to the operator



DINING-ROOM

ample: B. & O. train No. 524, "The Royal Limited," leaves Washington for New York on track No. 13. The small lights back of the slot corresponding with track No. 13 on the diagram go out in each section of that track in the diagram passed over by the train, indicating its movement until it has left the territory covered by the signal system.

Another entirely new feature in connection with the electric signaling is also shown in one of the accompanying illustrations. About a minute before the train is ready to leave the station the conductor signals that fact to the man in the tower, to secure right of way, by placing a key in one of the signal boxes hidden in the iron columns of the umbrella sheds.

When the track layout is given and the switches are set, the man in the tower touches a button which lights a bull's-eye



SMOKING-ROOM

exactly the position of the moving train in the yard. This diagram is the largest ever built and is nineteen feet six inches long by five feet four and three-quarter inches high and nine inches deep, containing 750 lamps and repeats 130 track sections. The front of the diagram is glass, painted flat black, except for the long slots representing the tracks. Back of these slots are small one-candle-power lamps, which burn continuously, except when they are turned off automatically by the train which enters the section of track corresponding to the section in diagram, indicating by the action of the lights exactly the portions of the tracks on which trains are running; for ex-



ILLUMINATED TRACK DIAGRAM IN SWITCH TOWER

in the column, also a light at the gate, so both conductor and gateman are notified at the same time. Then when the time is up the gateman places his key in the switch at the gate and a second light appears, which

line to the new Union Station provided splendid storage yards for passenger cars in Eckington at New York Avenue, and will use fourteen of their tracks for the storage of special cars of parties and clubs who will



ELECTRIC LIGHT REFLECTORS

signals all concerned that the train will proceed at once.

There are eighteen signal bridges in the terminal territory, which clearly indicate at all times of the day or night, by paddle or

go to the inauguration in chartered cars, remaining in them while there to avoid the crush at the hotels.

These storage tracks are conveniently located at the intersection of New York

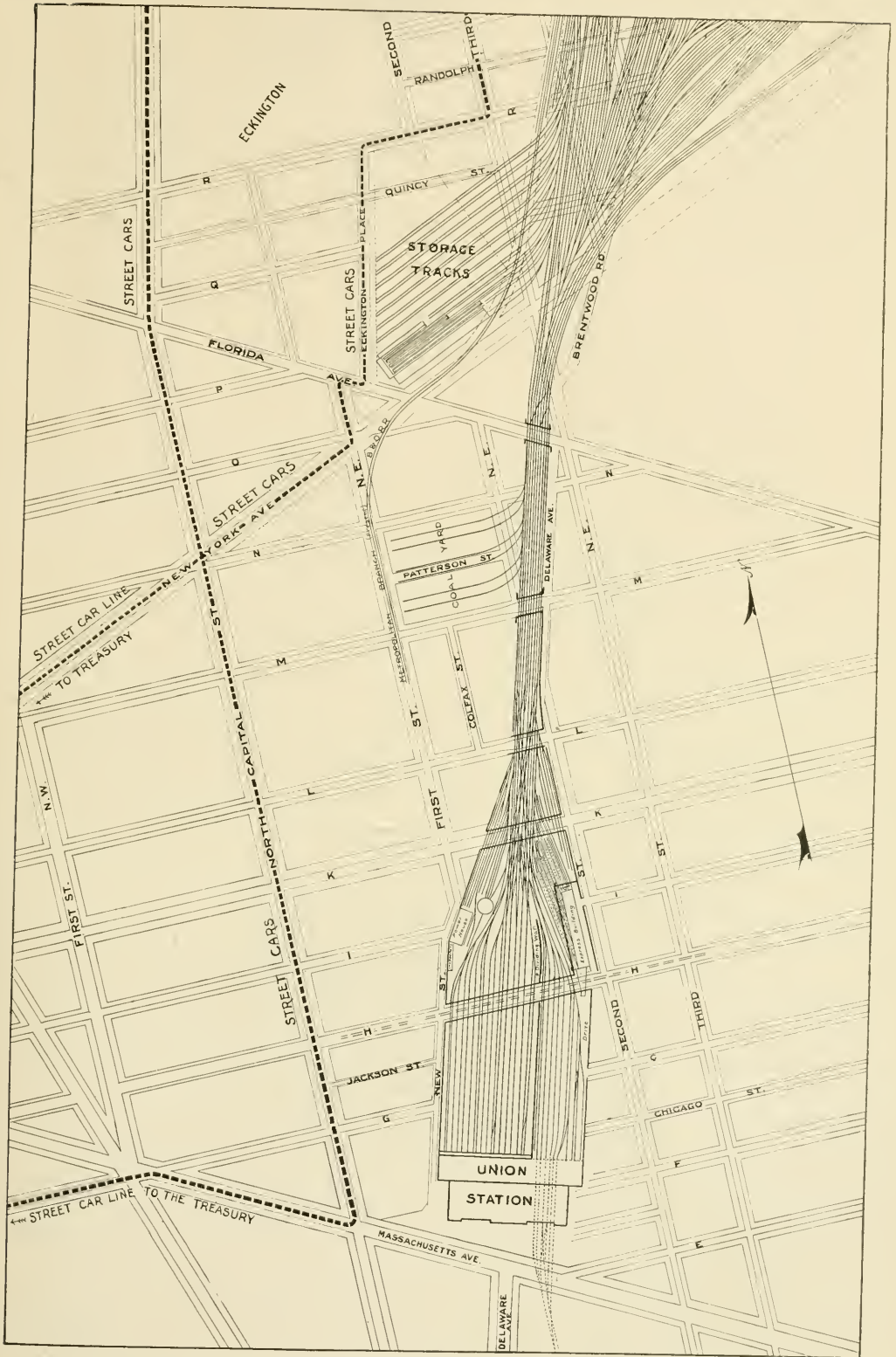


MAIN WAITING-ROOM AT NIGHT, SHOWING REFLECTED LIGHTING

lights, instructions to the engineman to proceed or delay as the case may be.

Every comfort has been provided for visitors at Washington during the inauguration. The Baltimore & Ohio Railroad, in the reconstruction of the approaches of its

and Florida avenues, being connected with the new Union Station by two direct electric street car lines to and from the Treasury, in only ten minutes. These lines give free transfers to other lines leading to all parts of the city on a 5-cent fare.



MAP SHOWING STORAGE TRACKS OF THE BALTIMORE & OHIO RAILROAD, WHICH WILL BE USED FOR PARKING CARS DURING INAUGURATION. THEY ARE CONVENIENT TO THE UNION STATION AND ONLY TEN MINUTES FROM THE TREASURY

Wanderlust

By GEO. E. TACK

Sing ho, for the strong wanderlust of the heart
And the lands afar from the madding mart;
For the great trumpet winds that blare and sing,
And the sweet world echoes that murmur and ring.

Oh, the iron horse shakes and plunges and speeds
And bears me far by rivers and meads,
Where the mountains uplift each flashing lance,
And the sunbeams over their shoulders dance.

Hear the cataracts roar as they leap afar,
And the laughter of cascades that gleam like a star.
How the lakes softly ripple and glint in the sun,
And the rivers sweep past and the meadow brooks run!

On, on race the rapids with terrible might
And leap o'er the rocks in their horrible fight;
And the thunderous music of each falls I hear
As the strife of the tempest, with love, not with fear.

Through glens where the gold of the sun gilds the walls,
Till they seem in their glory like vast kingly halls;
Then on through the forests and over the hills,
Where the song of the wild bird enraptures and thrills.

O'er the breast of the ocean the birds in their flight
'Touch the foam-crested billows with wildest delight.
The night comes with glory and signals each star,
While the Bishop Light flashes its welcomes afar.

In cathedrals and castles where memories throng
And whisper of years when the brave and the strong
Fought gallantly ever for those that were fair
I wander and dream of the glories that were.

The Orient's temples and mosques arise
In grace and fair beauty 'gainst bright azure skies;
The deserts gleam golden, and oases green
Invite me to dwell in each ravishing scene.

Through the brake and the jungle I joyfully go,
Where the tropical flowers their rare fragrance blow;
The palm waves its welcome and beckons me on
To the fair isles of sunshine and magical dawn.

On the hills of the gods bright the purple grapes gleam,
And in Venice the gondoliers merrily sing.
Thence onward I go to the land of deep snows,
Where the icebergs glitter and Northern Light glows.

Then sing, my comrades, who wander, like me
For the love of it all, the wild life free.
Our journey will end past this earth and its dreams,
Where the river of life sweetly shimmers and gleams.

The Proposed Lincoln Road

By WILLIAM ELLIOTT LOWES



SHOULD Congress decide to build a magnificent highway or boulevard from Washington to Gettysburg as a fitting memorial to Abraham Lincoln, the one hundredth anniversary of whose birth occurs on February 12th, un-

roadways be used for the purpose. Apparently, the geographical layout would be north on Seventh Street in Washington to Sligo, Md.; thence via the Union Turnpike to Cooksville on the Frederick Turnpike, or old "National Road"; thence northward on the Washington Road through Hood's Mill to Westminster; from Westminster



THE NATIONAL ROAD

usual opportunities are afforded, from an historical point of view, to construct a Government road that would be one of the most interesting of the world's great memorials.

northwest via the Reisterstown Road through Taneytown to Emmitsburg, and from Emmitsburg over the historical "Emmitsburg Road," which was the backbone of the



OLD TOLL GATE ON THE NATIONAL ROAD
NEAR FREDERICK

Anyone who knows the heart of Maryland can fully appreciate the grandeur of such a proposition.

To build a boulevard in a straight line from Washington to Gettysburg would be a comparatively easy matter, as far as right of way is concerned, if the present existing

Confederate formation at the battle of Gettysburg.

From an engineering viewpoint this would probably be the direct route, but it would not have as much historical interest as a route diverging from Cooksville over the old "National Road" to Frederick and thence

northward on the Frederick and Emmitsburg Turnpike to Emmitsburg and thence to Gettysburg.

But since the proposition has assumed the proportions of a possible bill, to be presented during the present Congress, the cities of Baltimore, Frederick and Hagerstown all claim recognition.

Baltimore & Ohio, which battled for commercial supremacy with the Chesapeake & Ohio Canal from Washington.

Imagine then a Government road indexed with Government tablets bespeaking the progress of a nation and bearing testimony to acts of valor of many well-known statesmen or warriors prominent in the nation's



BRADDOCK'S SPRING, NATIONAL ROAD

If the "Lincoln Road," so called, becomes a reality, it is fitting that it pass through the territory directly associated with the great deeds of Lincoln, and in so doing it would also gather up the reins of events of every cycle of American history, its evolutions and revolutions, from the settlement

affairs for a century and a half. Here and there old taverns and toll gates, some of them relics of the early nineteenth century, would stand in mute testimony of the days when horse was king of the road.

Just such a road with such a history could follow Union Turnpike from Washington



A COUNTRY SEAT IN FREDERICK VALLEY

of the English at Jamestown and the French at Fort Duquesne down through the French and Indian wars, the War of the Revolution, the War of 1812 and the Civil War.

Through this territory passed the lumbering conestoga on its march of civilization to the West, followed by the building of the first railroad of America from Baltimore, the

to Olney, through Laytonsville and Damascus to Ridgeville, on the "National Road," and thence to Frederick. From Frederick pass through the beautiful Middletown Valley, through the town of Middletown to perhaps Bolivar, where a cross-country cut could be taken to Antietam, whose bloody field made Lincoln firm in his purpose to



THE PIKE FROM FREDERICK

proclaim all men equal. From Antietam or Sharpsburg, as the Confederates called it, follow the pike north to Hagerstown and from there either one of the three different routes leading to Gettysburg, through the most picturesque mountainous portion of Maryland.

Leaving Washington the Union Turnpike presents many staid old Maryland farms, with here and there a suggestion of the South and old Virginia. Converging into the old "National Road" or Baltimore

of the auto from the musical horn of the stage coach! Now at the sound of the one the people turn aside in terror, but in the good old days the welcome note of the horn was the signal for social gathering.

Near Frederick the old "Jug Bridge" crosses the historic Monocacy River. This bridge, built in 1808, obtains its name from the peculiar construction of one of its great pillars.

The "National Road" is and ever will be a great highway. It wends its way through



THE WASHINGTON HOUSE, FREDERICK

Pike, as it was first known, at Ridgeville, the road at once becomes "cosmopolitan." There is still the suggestion of old aristocracy, and ghosts of its former greatness appear at frequent intervals in spectral grimness.

The quaint old toll gates raise and lower their great white fingers in solemn protest to the arrogant and hated automobile that has usurped the rights of its more modest and beloved predecessor, the stage coach. How different the hoarse "honk, honk"

Frederick, Hagerstown and Cumberland in Maryland, Uniontown, Pa., Wheeling, W. Va., Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and from thence, while never completed as a National Road, leads on to St. Louis.

The ancient city of Frederick is too important to be omitted from the route. Here in Mt. Olivet Cemetery rest the remains of Francis Scott Key, who wrote the immortal "Star Spangled Banner."

Frederick was the home of Key and his

remains were taken there from Baltimore in 1866, as it was his wish to "rest 'neath the everlasting hills," and in 1899 a handsome monument was erected by subscription.

So much interesting history clusters around Frederick that only casual mention can be made of the important events of

fight with the French and Indians. His remains were buried near Ohio Pyle on this same National Pike.

The town of Frederick was founded ten years before in 1745 by Patrick Dulaney. It was named after the sixth Lord Baltimore "Frederick." In 1765 the court of Fred-



BARBARA FRIETCHIE'S GRAVE, FREDERICK

national importance that have linked its name with national affairs in the last one hundred and fifty years. It was in the beginning of the French and Indian War of 1753 that Frederick first became prominent. The road which became the "National Road" was then "Braddock's Road," laid

erick County made the first official protest against the British "Stamp Act." Washington, the surveyor, the colonel, the general and the President, well knew the little village in his thrilling journeys to the great Ohio country.

At Frederick occurred the first meeting



AN OLD TAVERN IN FREDERICK

out by Washington when General Braddock and the young "Colonel" Washington were interested in the Indian campaigns in Western Pennsylvania. "Braddock's Road" led to "Braddock Heights" and the old spring is still "Braddock's Spring." General Braddock went out from Frederick to Fort Duquesne (Pittsburgh) in 1755 to his last

between Colonel Washington and Benjamin Franklin. The old, dilapidated house which served as his headquarters still stands, but has little chance of remaining where it is many more years, unless the efforts of several patriotic societies to save it prevail. This old house stands in a sad state of decay on West All Saints' Street. The negroes

call it the "Snake House" and the superstition existing among them that it is full of venomous reptiles has probably saved it from entire demolition.

Alas, such is fame in the new world! But Frederick never has considered her ancient and romantic history from a commercial or advertising point of view. For instance, the home of Barbara Frietchie was torn down to change the bed of insignificant Carroll Creek.

Whittier's poem alone was enough to boom the town in its waning greatness, had its solons had the foresight to realize it. But sectional prejudice and sympathies prevailed, for now only a tablet on the bridge marks the spot where the traditional Barbara lived and waved her stars and stripes at the gallant "Stonewall" Jackson, who, South-

Frederick can boast of her commercial, as well as of her patriotic, history.

Here stands the oldest railroad freight station in the world. Built of stone eighty years ago it stands in a splendid state of preservation. In its loft are the great wooden pulley wheels used in lifting the cars from the tracks and swinging them bodily into the freight house. In its tower is the old bell which was rung on the arrival and departure of the horse trains before the days of steam. Three-quarters of a century has rolled by, but the old machinery and the old bell are still ready to perform the offices designed for them.

Although Frederick was founded in 1745, it was not incorporated until 1816. On its west lies the Catoctin range of mountains, to the south the Sugar Loaf Mountains,



THE OLDEST FREIGHT HOUSE IN THE WORLD,
FREDERICK

ern gentleman as he was, made eternal history in his thrilling order:

"Who touches a hair on yon gray head
Dies like a dog! March on," he said.

Every sentence of Whittier's poem is a genuine advertisement for Frederick.

"Up from the meadows rich with corn,
Clear in the cool September morn,
The cluster'd spires of Frederick stand
Green-wall'd by the hills of Maryland.
Round about them orchards sweep;
Apple and peach trees fruited deep,
Fair as the garden of the Lord
To the eyes of the famished rebel horde."

The richness of the Frederick, Catoctin and Middletown valleys is not to be disputed. It is said this locality is third in the list of Uncle Sam's best agricultural resources, and Frederick is the richest town, proportionately, in Maryland.

while to the southwest the dim outlines of Maryland and Loudon Heights at Harper's Ferry Gap are discernible from Braddock Heights, the summit of the Catoctin Mountains. The view over the Frederick and Middletown valleys is marvelous for its beauty and extent.

Middletown lies about eight miles northwest of Frederick on the National Pike, and the town of Bolivar three miles farther on. From Bolivar to Antietam or Sharpsburg in a direct line across country is about eight miles. There is no direct road. But Antietam should not be omitted from any scheme which contemplates the building of a "Lincoln Road."

Lincoln had hoped that this battle in September, 1862, would end in the complete defeat of the Confederate forces and terminate the war, and it was immediately

after that battle that the Emancipation Proclamation was issued. On September 10, 1862, General Lee captured Harper's Ferry. On September 14 General Burnside engaged

The horrors of Sunken Road and the slaughter at Burnside Bridge redden the pages of history. The Union forces numbered some 87,000 men and the Confederate



TABLET MARKING SPOT WHERE STOOD BARBARA FRIETCHIE'S HOME

General Longstreet at South Mountain. Three days later, when both sides were greatly strengthened by reinforcements, occurred the bloodiest conflict of the Civil War, on Antietam Creek, between Generals

forces were estimated at 97,000, more or less.

Suffice it to say there were nearly 200,000 men engaged, and the Union forces lost in killed and wounded over 12,000. The



FRANCIS SCOTT KEY MONUMENT, FREDERICK

McClellan, Burnside, Meade, Franklin, Richardson, Banks, Sumner, Hooker and others of the Union forces, with Generals Lee, Jackson, Stuart, Hill, Longstreet and Ewell, the flower of the Confederate army.

Confederate losses were never officially given.

While the battle was not a decisive one, the Confederates withdrawing on the night of the 17th, it was one which showed con-

clusively to Lincoln, who visited the field, that the fight would be continued to a definite finish. But that finish was afar off. When Lincoln with uncovered head looked sadly across the field of death, he little dreamed that "Gettysburg," a fiercer struggle, was to follow nearly a year later.

From Antietam the road leads northward to Hagerstown. This city is larger than Frederick and is more pretentious in modern

buildings. It is battle scarred, as are all towns in this section of Maryland. It lies in a direct line from Harper's Ferry to Gettysburg and suffered the marches and countermarches of the Confederate troops.

From Hagerstown the roads cross the beautiful Blue Ridge Mountains and exquisite valleys en route to Gettysburg, showing no traces of the devastating wars of '62 and '63.



FREDERICK VALLEY

Buds and Blossoms

By ADELBERT CLARK

Go to the end of the world, if you will,
You will find there is beauty abiding
In the heart of man that is living for men—
This marvelous pow'r is confiding.
In mansion or hovel, in great or in small,
This emblem of God's love is burning;
And each day reveals all its peace and its pow'r
In the world's mighty schoolroom of learning.

You cannot behold it, but feel it and know
Its glory and greatness and power;
Its appeal to the heart of the world-weary one,
Like the beauty of dewdrop and flower.
And lo, 'tis the building and making of man,
Creating within him a brother,
Born in the image of God and His Son,
And binding us one to another.

No matter where'r you may roam you will find
Simplicity ever is winning
The heart with its beauty; and, too, you will find
It e'er in the heart that is sinning.
'Tis the keynote of harmony, progress and life,
And it baffles the darkness of sorrow,
And leads us straight in the sunshine of God,
With no fear of the oncoming morrow.



Stub Ends of Thought

By ARTHUR G. LEWIS.



LITTLE things are the tools upon which the foundation of great things are laid.

THE best lesson of life we ever learn is that one which teaches us our limited capacity.

IRRATIONAL ambition drags more of its disciples down than it uplifts to realization.

THE real policy of economy is only found through a well-balanced system of expenditure.

IT takes what the world calls a good fellow to set what the church terms a bad example.

ALL permanent things are founded upon reciprocity, and survive only upon that condition.

IT is that fearful sense of separation from hope, belief and faith that holds us down at times.

To be misunderstood by others is a misfortune, but to misunderstand ourselves is a calamity.

REAL, unadulterated admiration and faith live only in the heart of a child and in the eyes of a dog.

LET us forget those things that were left undone and remember only what yet may be accomplished.

WE cannot audit or locate the revenue that is lost through unsound and inconsistent business methods.

LOYALTY and enthusiasm pay the additional wages that are earned by undivided effort and thought.

IF you wish to be miserable wrap yourself up in yourself and memorize all the misfortunes that pessimism suggests.

WE should try and make the world better, not by taking something bad out of it, but by adding something good to what is here.

Ingratitude

By ARTHUR G. LEWIS

It is not the price of the sacrifice,
Or the stamp of its market worth;
It is not the sleep-breaking fear that wounds
Or the desolate silence that hurts.
It is learning to know, as our empty heart
Is aching for one caress,
That no one seems to understand
And everyone cares the less.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 22, 1908.		No. 504		No. 522		No. 528		No. 502		No. 524		No. 508		No. 516		No. 514		No. 512	
EASTWARD		DAILY		EXCEPT SUNDAY 5 HOUR		SUNDAY		EXCEPT SUNDAY		DAILY		DAILY		DAILY		DAILY		DAILY	
	AM		AM		AM		AM		PM		PM		PM		PM		PM		AM
Lv. WASHINGTON, NEW UNION STA	7.00		9.00		9.00		11.00		1.00		3.00		5.00		9.00		12.15		2.52
Lv. BALTIMORE, CAMDEN STATION	7.55		9.50		9.52		11.50		1.55		3.48		6.00		10.00		1.15		3.46
Lv. BALTIMORE, MT. ROYAL STATION	8.00		9.54		9.57		11.54		1.59		3.52		6.05		10.05		1.25		3.51
Ar. PHILADELPHIA	10.15		11.50		12.11		2.02		4.05		5.50		8.19		12.40		3.50		6.00
Ar. NEW YORK, LIBERTY STREET	12.35		2.00		2.30		4.15		6.30		8.00		10.40		3.52		6.22		8.32
Ar. NEW YORK, 230 STREET	12.45		2.10		2.40		4.25		6.45		8.10		10.50		6.33		6.33		8.43
	PM		PM		PM		PM		PM		PM		PM		AM		AM		AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 22, 1908.		No. 555		No. 517		No. 505		No. 501		No. 507		No. 527		No. 509		No. 503		No. 511	
WESTWARD		DAILY		EXCEPT SUNDAY		DAILY		DAILY		DAILY		DAILY 5 HOUR		"ROYAL LIMITED" DAILY 5 HOUR		DAILY		DAILY	
	PM		AM		AM		AM		AM		PM		PM		PM		PM		PM
Lv. NEW YORK, 230 STREET	11.50				7.50		9.50		11.50		1.50		3.50		5.50		6.50		
Lv. NEW YORK, LIBERTY STREET	1.30				8.00		10.00		12.00		2.00		4.00		6.00		7.00		
Lv. PHILADELPHIA	4.15		8.15		10.17		12.30		2.17		4.16		6.12		8.31		9.21		
Ar. BALTIMORE, MT. ROYAL STATION	6.45		10.50		12.16		2.43		4.16		6.09		8.09		10.50		11.23		
Ar. BALTIMORE, CAMDEN STATION	6.50		10.55		12.20		2.47		4.20		6.13		8.13		10.55		11.27		
Ar. WASHINGTON, NEW UNION STA	7.50		11.45		1.15		3.50		5.20		7.00		9.00		12.00		12.22		
	AM		AM		PM		PM		PM		PM		PM		AM		AM		AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 22, 1908.		No. 1		No. 7		No. 9		No. 3		No. 5		No. 55		No. 11		No. 15	
WESTWARD		LIMITED DAILY		EXPRESS DAILY		EXPRESS DAILY		EXPRESS DAILY		LIMITED DAILY		EXPRESS DAILY		PITTSBURG LIMITED		EXPRESS DAILY	
Lv. NEW YORK, 230 STREET	9.50 AM		11.50 AM		N 3.50 PM		5.50 PM		7.50 AM		11.50 PM		6.50 PM				NOTE.
Lv. NEW YORK, LIBERTY STREET	10.00 AM		12.00 NN		N 4.00 PM		6.00 PM		8.00 AM		1.30 AM		7.00 PM				
Lv. PHILADELPHIA	12.30 PM		2.17 PM		6.12 PM		8.31 PM		10.17 AM		4.15 AM		9.21 PM				
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM		4.18 PM		8.09 PM		10.50 PM		12.16 AM		7.45 AM		11.23 PM				
Lv. BALTIMORE, CAMDEN STATION	3.00 PM		4.30 PM		8.00 PM		11.05 PM		12.25 AM		8.00 AM		11.32 PM				
Lv. WASHINGTON, NEW UNION STA	4.05 PM		5.30 PM		9.10 PM		12.40 AM		1.22 AM		9.10 AM		12.30 AM				
Ar. DEER PARK HOTEL																	
Ar. PITTSBURG						6.45 AM			9.42 PM		6.25 PM		8.50 AM			Lv 5.25 PM	
Ar. CLEVELAND						12.00 NN											
Ar. WHEELING (EASTERN TIME)			6.35 AM								9.00 PM					Lv 5.15 PM	
Ar. COLUMBUS (CENTRAL TIME)			8.45 AM													9.25 PM	
Ar. OHIOAGO			6.15 PM							9.45 AM						7.30 AM	
Ar. CINCINNATI	8.05 AM						5.35 PM					1.45 AM					
Ar. INDIANAPOLIS	11.45 AM						10.35 PM					6.35 AM					
Ar. LOUISVILLE	11.50 AM						9.35 PM					7.20 AM					
Ar. ST. LOUIS	5.50 PM						7.40 AM					1.40 PM					
Ar. OHATTANOOGA	7.30 PM						6.40 AM										
Ar. MEMPHIS	11.25 PM						8.35 AM										
Ar. NEW ORLEANS	10.55 AM						8.15 PM										

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 22, 1908.		No. 2		No. 4		No. 6		No. 8		No. 10		No. 12		No. 14	
EASTWARD		LIMITED DAILY		EXPRESS DAILY		LIMITED DAILY		EXPRESS DAILY		EXPRESS DAILY		DUQUESNE LIM. DAILY		EXPRESS DAILY	
Lv. OHIOAGO						5.00 PM		10.40 AM						8.30 PM	
Lv. COLUMBUS								7.00 PM							
Lv. WHEELING (EASTERN TIME)				5.00 PM				12.25 AM						10.50 AM	
Lv. CLEVELAND						7.30 PM				3.00 PM					
Lv. PITTSBURG						8.00 AM				10.00 PM				1.15 PM	
Lv. ST. LOUIS	* 9.00 AM		1.45 AM									6.00 PM			
Lv. LOUISVILLE	2.10 PM		8.10 AM									9.20 PM			
Lv. INDIANAPOLIS	* 3.00 PM		* 8.05 AM									2.30 AM			
Lv. CINCINNATI	* 6.35 PM		12.15 PM									4.12 AM			
Lv. NEW ORLEANS			9.15 AM									8.00 AM			
Lv. MEMPHIS			8.35 PM									7.10 PM			
Lv. OHATTANOOGA			11.35 PM									6.35 AM			
Lv. DEER PARK HOTEL															
Ar. WASHINGTON NEW UNION STA	12.40 PM		6.30 AM		4.42 PM		12.30 PM		6.40 AM		2.37 AM		10.25 PM		
Ar. BALTIMORE, CAMDEN STATION	1.47 PM		7.50 AM		5.50 PM		1.47 PM		7.50 AM		3.42 AM		11.30 PM		
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM		8.00 AM		6.05 PM		1.59 PM		8.00 AM		3.51 AM		1.25 AM		
Ar. PHILADELPHIA	4.05 PM		10.15 AM		8.19 PM		4.05 PM		10.15 AM		6.00 AM		3.50 AM		
Ar. NEW YORK, LIBERTY STREET	6.30 PM		12.35 PM		10.40 PM		6.30 PM		12.35 PM		8.32 AM		6.22 AM		
Ar. NEW YORK, 230 STREET	6.45 PM		12.45 PM		10.50 PM		6.45 PM		12.45 PM		8.43 AM		6.33 AM		

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va. daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

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Effective January 4, 1909

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TO

FLORIDA

IN CONNECTION WITH
Washington Southern R'y, Richmond, Fred-
ericksburg & Potomac R. R. via Washington,
Seaboard Air Line and Atlantic Coast Line

PITTSBURG TO FLORIDA

Train No. 12, "Duquesne Limited," has **Through Pullman draw-
ing-room sleeping car Pittsburg to Richmond**, which is attached
to Atlantic Coast Line train No. 89 at Washington, with through coaches
and Pullman buffet sleeping car Washington to Jacksonville.

Train No. 6, "Chicago-New York Limited," has observation parlor
car and dining car Pittsburg to Washington. Connects with Seaboard
Air Line train No. 81, with through coaches Washington to Jackson-
ville, and through sleeping cars Washington to Tampa and Memphis.
Dining cars en route.

THE SCHEDULE

Baltimore & Ohio	No. 12	No. 6
Leave Pittsburg, Eastern Time	6.00 pm	8.00 am
Leave Connellsville	7.44 pm	9.45 am
Leave Cumberland	10.30 pm	12.40 pm
Arrive Washington, Union Station	2.37 am	4.42 pm
	A. C. L. No. 89	S. A. L. No. 99
Leave Washington, R. F. & P.	4.20 am	6.20 pm
Arrive Richmond, Va.	7.50 am	9.29 pm
Leave Richmond	8.15 am	9.32 pm
Arrive Pinehurst		6.35 am
Arrive Wilmington	6.10 pm	12.20 pm
Arrive Columbia	10.45 pm	7.00 am
Arrive Atlanta		9.30 am
Arrive Birmingham, Central Time		9.50 pm
Arrive Memphis		7.30 am
Arrive Charleston	11.15 pm	.....
Arrive Savannah	2.10 am	9.30 am
Arrive Jacksonville	7.15 am	1.15 pm
Arrive St. Augustine	11.00 am	2.25 pm
Arrive Tampa	6.00 pm	6.30 am
Arrive Palm Beach	7.55 pm	1.08 am
Arrive Miami	10.25 pm	3.20 am
Arrive Knights Key		7.00 am
Arrive Havana		4.30 pm

BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH

Washington Southern R'y, Richmond, Fredericks-
burg & Potomac R. R. and Seaboard Air Line

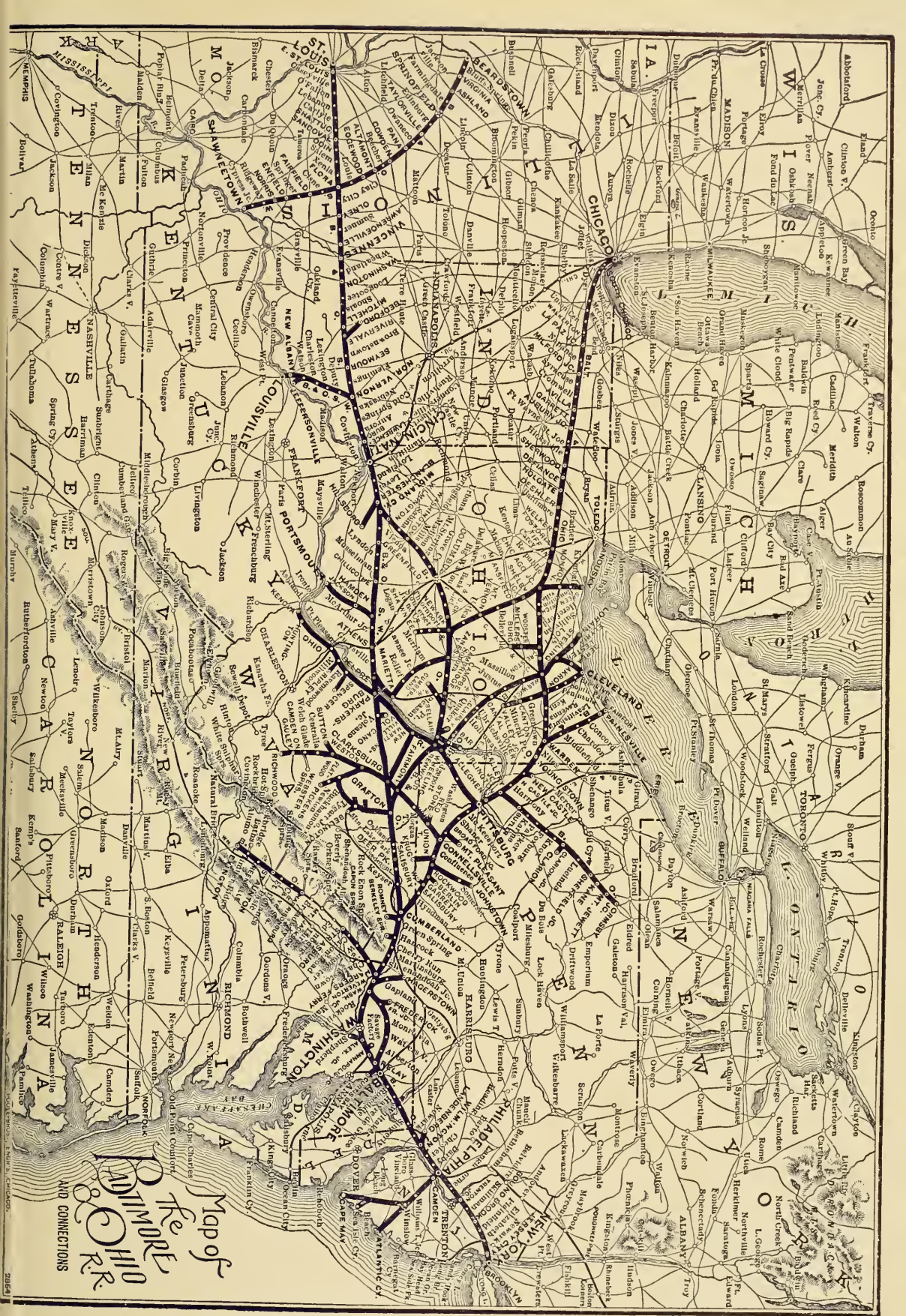
NEW YORK TO FLORIDA

Through Pullman parlor car, New York to Richmond, is attached to Seaboard Air Line train No. 81 at Washington for Jacksonville, with through sleeping cars to Columbia, Tampa and Memphis. Dining cars serve all meals.

THE SCHEDULE

DAILY

Leave New York, 23d Street	No. 527	1.50 pm
Leave New York, Liberty Street		2.00 pm
Leave Philadelphia, 24th and Chestnut		4.16 pm
Leave Wilmington		4.47 pm
Arrive Baltimore, Mt. Royal Station		6.09 pm
Arrive Baltimore, Camden Station		6.13 pm
Leave Baltimore, Camden Station		6.16 pm
Arrive Washington, New Union Station		7.00 pm
Leave Washington, R. F. & P	No. 81	7.35 pm
Arrive Richmond, Va., Main Street		10.45 pm
Leave Richmond, Seaboard Air Line	No. 81	10.55 pm
Arrive Pinehurst		6.35 am
Arrive Columbia		10.20 am
Arrive Atlanta		5.00 pm
Arrive Birmingham, Central Time		9.50 pm
Arrive Memphis		7.40 am
Arrive Savannah		1.00 pm
Arrive Jacksonville		4.50 pm
Arrive St. Augustine		10.40 pm
Arrive Palm Beach		7.50 am
Arrive Miami		10.50 am
Arrive Knights Key		3.20 pm
Arrive Tampa		6.30 am



Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1909




JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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31
MAY							JUNE							JULY							AUGUST						
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30	31
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BOOK OF THE

ROYAL BLUE

"Government of the people,
by the people,
for the people,
shall not perish
from the earth."



LINCOLN — RETURN OF THE FLEET



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WASHINGTON

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BOOK OF THE ROYAL BLUE

FEBRUARY, 1909

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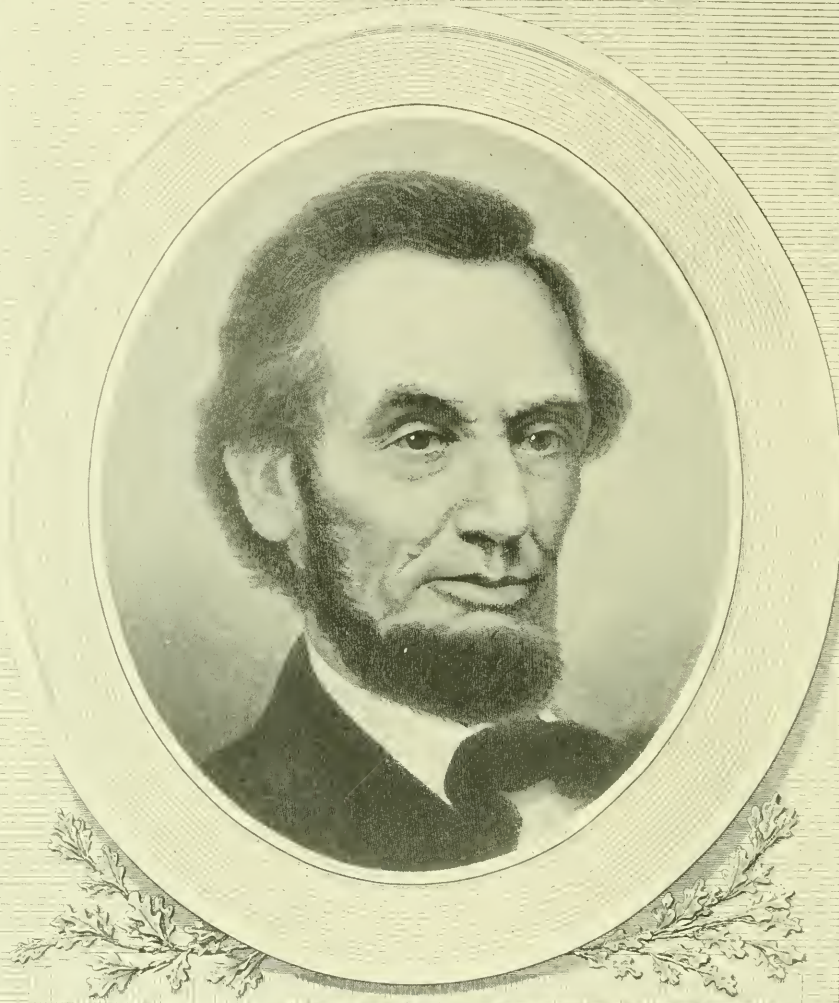
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PRICE, 5 CENTS.

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ABRAHAM LINCOLN
1809 - 1865

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY
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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XII

BALTIMORE, FEBRUARY, 1909

No. 5

Lincoln

*Address delivered at the dedication of the
Cemetery at Gettysburg.*

Four score and seven years ago our fathers brought forth on this continent, a new nation, conceived in liberty, and dedicated to the proposition that all men are created equal.

Now we are engaged in a great civil war, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battle-field of that war. We have come to dedicate a portion of that field, as a final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this.

But, in a larger sense, we can not dedicate—we can not consecrate—we can not hallow—this ground. The brave men, liv-

ing and dead, who struggled here, have consecrated it, far above our poor power to add or detract. The world will little note, nor long remember what we say here; but it can never forget what they did here. It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion—that we here highly resolve that these dead shall not have died in vain—that this nation, under God, shall have a new birth of freedom—and that government of the people, by the people, for the people, shall not perish from the earth.

November 19, 1863. Abraham Lincoln.

The Autobiography of Lincoln

I was born Feb. 12. 1809, in Hardin County, Kentucky. My parents were both born in Virginia, of undistinguished families, ^{perhaps I should say} My mother, who died in my ^{tenth} ~~ninth~~ year, was of a family of the name of Hanks, some of whom now reside in Adams, and others in Mason Counties, Illinois. My paternal grandfather, Abraham Lincoln, emigrated from Rockingham County, Virginia, to Kentucky, about 1781 or 2, where, a year or two later, he was killed by Indians, not in battle, but by stealth, when he was laboring to open a farm in the forest. His ancestor, who was a Quaker, went to Virginia from Berk County, Pennsylvania. An effort to identify them with the New-England family, even as is nothing more definite, than a similitude of Christian names in both families, such as Enos, Levi, Mordecai, Solomon, Abraham, and the like.

My father, at the death of his father, was but nine years of age; and he grew up, literally without education. He removed from Kentucky to what is now Spencer County, Ind., and in my eighth year. We reached our new home about the time the State came into the Union. It was a wild region, with many bears and other wild animals, still in the woods. There I grew up. There were some schools, so called, but no qualification was ever required of a teacher, beyond "Reading, writing, and ciphering". ~~Reading, writing, and ciphering~~ ^{supposed to understand Latin} to the Rules of ~~Thurs.~~ If a stranger, ^{supposed to understand Latin} happened to sojourn in

this neighborhood, he was looked upon as a wizard— There was absolutely nothing to excite ambition for education. Of course when I came of age, I did not know much— Still somehow, I could read, write, and cipher to the Rule of Three, but that was all— I have not been to school since— The little advances I now have upon this state of education, I have been picking up from time to time under the pressure of necessity—

I was raised to farm work, which I continued till I was twenty-two— At twenty-one I came to Illinois, and passed the first year in Illinois Macou County— Then I got ^{at this time} to New Salem (then, in Sangamon, now in Menard County, where I remained a year as a sort of clerk in a store— Then came the Black Hawk war, and I was elected a Captain of Volunteers— a success which gave me more pleasure than any I have had since— I went the campaign, was elected, ran for the Legislature the same year (1832), and was beaten— the only time I ever have been beaten by the people— The next, and three succeeding, biennial elections, I was elected to the Legislature— I was not a candidate afterwards. During this legislative period I had studied law, and removed to Springfield to make practice of it— In 1846 I was once elected to the lower House of Congress— Was not a candidate for re-election— From 1849 to 1854, was

inclusion, practiced law more assiduously than ever before. Always a whig in politics, and generally on the whig electoral tickets, making active canvasses. I was losing interest in politics, when the repeal of the 'Memoran Compromise aroused me again. What I have done since then is pretty well known.

If any personal description of me is thought ~~worth~~ desirable, it may be given, I am, in height, six feet, four inch. nearly; lean in flesh, weighing, on average, one hundred and eighty pounds; dark complexion, with coarse black hair, and grey eyes. No other marks or scars recollected.

Respectfully,
Wm. H. Allen.

Yours very truly
A. Lincoln



Washington, D.C. March 22. 1862
We the undersigned hereby certify that the foregoing statement is in the hand writing of Abraham Lincoln.

David Davis
Lyman Tumbull
Charles Sumner



LINCOLN'S RESIDENCE IN SPRINGFIELD, ILL.

What Presidents Have Said of Lincoln



HE grief of the nation is still fresh. It finds some solace in the consideration that he lived to enjoy the highest proof of its confidence by entering on the renewed term of the chief magistracy to which he has been elected."

—(Johnson.)

"A man of great ability, pure patriotism, unselfish nature, full of forgiveness to his enemies, bearing malice toward none, he proved to be the man above all others for the great struggle through which the nation had to pass to place itself among the greatest in the family of nations."—(Grant.)

"To him more than to any other man the cause of the Union and liberty is indebted for its final triumph."—(Hayes.)

"He was one of the few great rulers whose wisdom increased with his power and whose spirit grew gentler and tenderer as his triumphs were multiplied."—(Garfield.)

"A supremely great and good man."—(Cleveland.)

"The story of this simple life is the story of a plain, honest, manly citizen, true patriot and profound statesman, who, believing with all the strength of his mighty soul in the institutions of his country, won because of them the highest place in its government, then fell a precious sacrifice to the Union he held so dear, which Providence had spared his life long enough to save."—(McKinley.)

"Nothing was more noteworthy in all of Lincoln's character than the way in which he combined fealty to the loftiest ideal with a thoroughly practical capacity to achieve that ideal by practical methods. He did not war with phantoms; he did not struggle among the clouds; he faced facts; he endeavored to get the best results he could out of the warring forces with which he had to deal."—(Roosevelt.)

"Certain it is that we have never had a man in public life whose sense of duty was stronger, whose bearing toward those with whom he came in contact, whether his friends or political opponents, was characterized by a greater sense of fairness than Abraham Lincoln."—(President-elect Taft.)



LINCOLN'S TOMB, SPRINGFIELD, ILL.

Chronology of Abraham Lincoln

- 1806—Marriage of Thomas Lincoln and Nancy Hanks, June 12th, Washington County, Kentucky.
- 1809—Born February 12th, Hardin (now La Rue) County, Kentucky.
- 1816—Family removed to Perry County, Indiana.
- 1818—Death of Abraham's mother, Nancy Hanks.
- 1819—Second marriage Thomas Lincoln; married Sally Bush Johnston, December 2d, at Elizabethtown, Ky.
- 1830—Lincoln family removed to Illinois, locating in Macon County.
- 1831—Abraham located at New Salem.
- 1832—Abraham a captain in the Black Hawk War.
- 1833—Appointed postmaster at New Salem.
- 1834—Abraham a surveyor. First election to the legislature.
- 1835—Love romance with Anne Rutledge.
- 1836—Second election to the legislature.
- 1837—Licensed to practice law.
- 1838—Third election to the legislature.
- 1840—Presidential elector on Harrison ticket. Fourth election to the legislature.
- 1842—Married November 4th to Mary Todd. "Duel" with General Shields.
- 1843—Birth of Robert Todd Lincoln, August 1st.
- 1846—Elected to Congress. Birth of Edward Baker Lincoln, March 10th.
- 1848—Delegate to the Philadelphia national convention.
- 1850—Birth of William Wallace Lincoln, December 2d.
- 1853—Birth of Thomas Lincoln, April 4th.
- 1856—Assists in formation Republican Party.
- 1858—Joint debate with Stephen A. Douglas. Defeated for the United States Senate.
- 1860—Nominated and elected to the presidency.
- 1861—Inaugurated as President, March 4th.
- 1863—Issued Emancipation Proclamation.
- 1864—Re-elected to the presidency.
- 1865—Assassinated by J. Wilkes Booth, April 14th. Died April 15th. Remains interred at Springfield, Ill., May 4th.

O, Why Should the Spirit of Mortal Be Proud?

Its authorship has been attributed to various persons, but it is claimed to have been written by William Knox, a Scotchman, born in Roxburg in 1789; died November 12, 1825.

O, why should the spirit of mortal be proud?
Like a swift-fleeting meteor, a fast-flying cloud,
A flash of the lightning, a break of the wave,
He passeth from life to rest in the grave.

The leaves of the oak and the willow shall fade,
Be scattered around, and together be laid;
As the young and the old, the low and the high,
Shall crumble to dust and together shall lie.

The infant a mother attended and loved;
The mother that infant's affection who proved;
The father that mother and infant who blest—
Each, all, are away to that dwelling of rest.

The maid on whose brow, on whose cheek, in whose eye,
Shone beauty and pleasure—her triumphs are by;
And alike from the minds of the living erased
Are the memories of mortals who loved her and praised.

The head of the king, that the scepter hath borne;
The brow of the priest, that the mitre hath worn;
The eye of the sage, and the heart of the brave,
Are hidden and lost in the depths of the grave.

The peasant, whose lot was to sow and to reap;
The herdsman, who climbed with his goats up the steep;
The beggar, who wandered in search of his bread—
Have faded away like the grass that we tread.

So the multitude goes, like the flower or weed
That withers away to let others succeed;
So the multitude comes, even those we behold,
To repeat every tale that has often been told.

For we are the same our fathers have been;
We see the same sights our fathers have seen;
We drink the same stream, we see the same sun,
And run the same course our fathers have run.

The thoughts we are thinking our fathers did think;
From the death we are shrinking our fathers did shrink;
To the life we are clinging our fathers did cling,
But it speeds from us all like the bird on the wing.

They loved—but the story we cannot unfold;
They scorned—but the heart of the haughty is cold;
They grieved—but no wail from their slumbers will come;
They joyed—but the tongue of their gladness is dumb.

They died—ah! they died—we, things that are now,
That walk on the turf that lies over their brow,
And make in their dwelling a transient abode,
Meet the things that they met on their pilgrimage road.

Yea, hope and despondency, pleasures and pain,
Are mingled together in sunshine and rain;
And the smile and the tear, and the song and the dirge,
Still follow each other like surge upon surge.

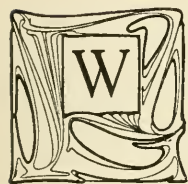
'Tis the wink of an eye; 'tis the draught of a breath,
From the blossom of health to the paleness of death;
From the gilded salon to the bier and the shroud.
O, why should the spirit of mortal be proud?



THE FLAGSHIP "CONNECTICUT" LEADING THE ATLANTIC FLEET OUT OF THE VIRGINIA CAPES, DECEMBER 16, 1907
Pictorial News Co., New York

The Greatest Naval Cruise of History

The Home-Coming of the Fleet



WITH the bands on board playing "Home, Sweet Home" the great American battleship fleet left Gibraltar on February 6th for Hampton Roads, on the last lap of its famous around-the-world cruise of 45,000 miles, due to arrive Hampton Roads on Washington's Birthday, February 22d, after having performed the greatest naval maneuver in the history of the world.

When the great armada left Hampton Roads fourteen months ago on December 16, 1907, it sailed with an open itinerary around Cape Horn to San Francisco, with a number of stops in South America. It was the first attempt of a great fleet to "Round the Horn."

Many were the conjectures offered by the press of all nations as to the possibility of a successful voyage of the entire fleet. The "Jingoists" smelled war, inasmuch as the fleet was to continue on its cruise from San Francisco under sealed orders; but they were all doomed to disappointment, for at every foreign port where the fleet put in the friendly receptions were the greatest that nations could give.

The cruise started under the command of Admiral Robley D. Evans, who conducted it as far as San Francisco. Rear Admiral C. M. Thomas then took command and was

succeeded later by Rear Admiral Charles S. Sperry, who completed the cruise.

The sixteen battleships which left Hampton Roads were the Connecticut (flagship), Louisiana, Minnesota, Vermont, Kansas, Maine, Alabama, Virginia, Georgia, New Jersey, Rhode Island, Missouri, Ohio, Illinois, Kearsarge and Kentucky. The Maine and Alabama were detached from the fleet at San Francisco and were sent ahead as a special service squadron, being replaced by the Wisconsin and Nebraska. With unbroken ranks these ships, with the flagship Connecticut still in command, left the ancient Pillars of Hercules behind, and, steaming out of the Straits of Gibraltar in Indian file, headed for home amid the huzzas of all nations.

The fleet will be met at sea, one thousand miles from the coast, by the third squadron of the Atlantic fleet, consisting of the battleships Maine, Mississippi, New Hampshire and Idaho, and the scout cruisers Chester, Birmingham and Salem, under command of Rear Admiral Arnold, and will be received and reviewed on arrival at Hampton Roads by President Roosevelt.

Prior to the departure of the battleships from Gibraltar, Rear Admiral Sperry gave out the following statement as to the results of the around-the-world cruise:

"This cruise marks an epoch in our naval annals, for the fleet has found itself—been welded into a unity. An aggregation of



BATTLESHIP "OHIO"

battleships irrespective of the power and efficiency of the individual units is not a fleet in the highest sense of the term until by long, faithful and harmonious work on the part of the personnel the spirit of the fleet has been developed. That now has been accomplished. The American people have come to appreciate the importance of sea power as one of the most potent factors in the preservation of a just peace, and they should appreciate what it means to have a fleet like this.

"The lessons of the cruise have been many, and it is no exaggeration to say that the condition of the ships is better to-day than when they sailed from Hampton Roads, in December of 1907. During these fourteen months the fleet has been practically self-sustaining in the matter of repairs. The officers and men responsible for repairs

have met every test and the results prove that the ships have been better cared for than when they depend upon the navy yards.

"Enlistments in the navy certainly will be stimulated by the general interest in this cruise and the splendid opportunities afforded the men to see the world. Cruises to foreign ports, which keep the men interested and contented, should be the rule, not the exception.

"New standards of efficiency in steam engineering, which mean economy in coal consumption and increased radius of action, have been established. The voyage of 3,651 miles from Honolulu to Auckland was the longest ever undertaken by a large fleet without recoaling; yet we reached Auckland with coal enough in our bunkers to steam an additional thousand miles.



BATTLESHIP "LOUISIANA"



BATTLESHIP "KANSAS"

"For technical work the cruise has been ideal. The long stretches between ports permitted unremitting daily exercise and maneuvering. The degree of gunnery efficiency has been greatly improved, as the conditions of drilling and training during long-distance cruising cannot be equaled in home waters, where there is constant interference. This is proved by the unequalled results of the target practice at Magdalena Bay and Manila.

"The fleet everywhere has encountered unbounded hospitality. The lavish entertainment and perfect good feeling displayed were almost without precedent, and they should always be remembered by our people."

The World Cruise

Sailed from Hampton Roads December 16, 1907.

Arrived at Rio de Janeiro, Brazil, January 12, 1908.

Arrived at Punta Arenas, Straits of Magellan, January 31, 1908.

Arrived at Valparaiso, Chile, February 14, 1908.

Arrived at Callao, Peru, February 20, 1908.

Arrived at Magdalena Bay March 12, 1908.

Arrived at San Francisco May 6, 1908.

Arrived at Honolulu, Hawaii, July 16, 1908.

Arrived at Auckland, N. Z., August 10, 1908.

Arrived at Sydney, N. S. W., August 20, 1908.

Arrived at Melbourne, Victoria, August 29, 1908.

Arrived at Manila October 2, 1908.

Arrived at Yokohama, Japan, October 18, 1908.

Arrived—First Squadron—at Manila Oct. 31, 1908.

Arrived—Second Squadron—at Amoy, China, October 30, 1908.

Arrived at Colombo, Ceylon, December 12, 1908.

Arrived at Port Said, Egypt, January 5, 1909.

Arrived at Naples January 10, 1909.

Arrived at Villefranche January 11, 1909.

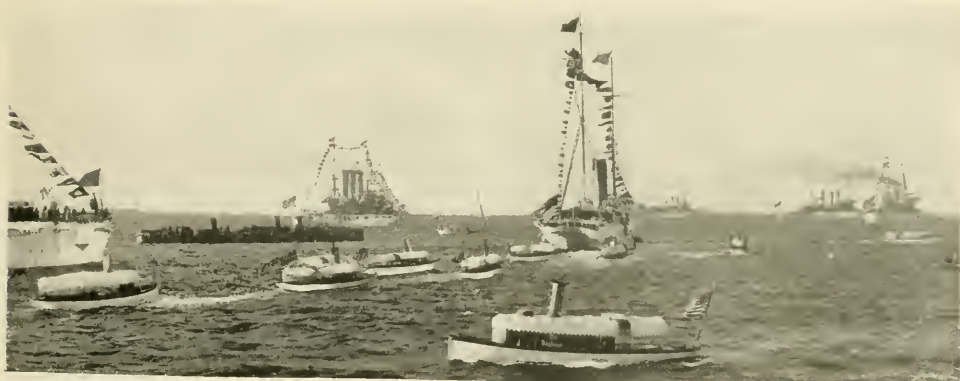
Arrived Malta January 14, 1909.

Arrived at Marseilles January 15, 1909.

Arrived at Gibraltar January 31 and February 1, 1909.

Sailed for home February 6, 1909.

Scheduled to arrive at Hampton Roads Washington's Birthday, February 22, 1909.



LAUNCHES OF THE WARSHIPS, WITH VISITING OFFICERS, AROUND THE "MAYFLOWER" ON THE DEPARTURE OF THE FLEET

Pictorial News Co., New York



SHENANDOAH RIVER

HARPER'S FERRY, W. VA.

POTOMAC RIVER

Bolivar

By FOLGER MCKINSEY, in Baltimore "Sun"

Bolivar bows good morning with the wave of an
oaken tree,

As it sits in a dream of glory at the gates of the
land of Lee;

The Heights of Maryland answer, with a shadow
from snowy crest

On the ripples of broad Potomac with its sun-
beam-cinctured breast:

Bolivar bows good morning,

Maryland Heights replies;

And morning is sweet below them,

And sweet in the bending skies.

Bolivar's brow is rugged, Bolivar's face is calm,
Stung by the storms of ages, laved by the April
balm;

Watching beside his rivers, dreaming beside the
bed

Where the confluent currents murmur and the
lips of the streams are wed:

Bolivar, brown and rugged;

Maryland Heights, serene;

And the silver of wedded waters

Ribboning down between.

Bolivar's Harper's Ferry is climbing from street
to street

Out of the beautiful valley with the steel trains
at its feet;

Far in the dreamy morning, mingled with mist
and snow,

A jet of steam from an engine winding a curve
below:

Bolivar, crowned with beauty,

Lofty, and fine, and free,

Guarding with granite grandeur

The gates of the land of Lee.

Jefferson's rock and the shadows below in the
mystic vales

And over them, poising, a vulture on his broad,
black pinion sails;

Smoke from a cabin curling, and far in the
woods a cry

As a hound on the trail of a varmint beagles
and bugles by:

Bolivar, noble and stately,

Crowned with a thousand snows,

And the Shenandoah shivering

O'er the rocks at its mossy toes!

Bolivar, lift me with you, up to your far lookout,
Where the roar of the world is muffled and there
are no kings to shout!

Maryland Heights in the distance—and nothing
but God and thee

And the wind and the wedded waters and the
gates of the land of Lee:

Bolivar, bow good morning;

And, Maryland Heights, reply;

And morning is sweet below you,

And sweet in the bending sky!

Old-Fashioned Things

By ADELBERT CLARK

I often think the sweetest flow'rs
Are ones our grandmas used to grow —
The mignonette and lavender,
And peonies white as fallen snow;
The lilacs and syringas sweet
That bloom beside the garden-wall;
The old-maid-pinks and marigolds,
The lilies fair and slim and tall.

I often think the best of friends
Are those we fail to recognize
Until life's summer days are gone
And clouds of grief have veiled the skies;
Who, when we called, were first to come,
While those we thought were stanch and near
Were sorry they could not respond,
But sent their "love" and hearty "cheer."

I often think that what one loves
To do, he'll always find a way
To do it, though the task is great
And hurricanes should rule the day.
No drifting clouds nor pelting storms
Can hinder Love's surpassing flight!
'Tis like a shooting star, whose trail
Of fire illumines the darkest night.

And so the sweetest flow'rs are those
That grow in gardens quaint and old;
And friends who count the highest worth
Are ones not lured away by gold;
Who hears above the raging storm
A fallen brother's feeble cry,
And though the world may turn away,
Shouts through the darkness, "Here am I!"

Philip Carey, Coward

A Man and a Maid in the Richmond Pullman, a Deep-Laid Plot and Its Development

From the "Suburbanite"



"WHAT can I give you in the Richmond Pullman?" said the clerk in the Information Bureau, repeating the query of a tall, sturdily built chap of decidedly foreign appearance. "This afternoon, did you say? Let me see," and consulting a car diagram, added, "Hum-ph, not a chair left—just sold the last two, half an hour ago. There's the——"

"That's all right—don't want a chair; put me down for the drawing-room."

"I was going to say that you could have a seat in the drawing-room, as long as it isn't reserved," the clerk continued.

"A seat? I don't want a seat," declared the tall chap; "I want the whole drawing-room and I don't want any company, either."

A few hours later the tall chap sat alone in the drawing-room of the Richmond Pullman. He was obviously restless. He had crossed on a Liberty Street ferryboat half an hour before the train boat, and after depositing a huge gladstone, more than half covered with English and Continental hotel and line labels, in his compartment he spent the first fifteen minutes of his wait striding up and down the platform of the big Jersey Central train shed. Then he had sought the exclusiveness of the drawing-room, had dropped into one chair, only to change it for another nearer the window; when the train drew out, and threading the network of tracks of the yard, gathered speed, he shifted to another seat and pulled a newspaper from the pocket of the overcoat he had not yet removed. For a few seconds he held it folded to a half page, nearer his knees than his eyes; then he drew it closer to his reading range—the page was upside down. In seeming disgust at his absent-mindedness he flung the paper across the room, arose, wriggled out of his overcoat, and tossing it on another chair resumed the seat by the window. When he picked the newspaper up and began to scan the headlines he seemed more composed. But it was only temporary. As the train slackened speed and came to a stop at Elizabeth

he jumped up and started across the compartment, then as suddenly sank into a chair next the partition. The door was a little ajar and he could hear voices in the aisle.

"I'm sorry, madam," the Pullman conductor was saying, "but every chair is taken. Even the drawing-room is—why, come to think of it, maybe we could fix you up in the drawing-room. It's held by a gentleman who might not object to your occupying one of the five seats that he can't use himself."

"Oh, I couldn't think of imposing," a voice, singularly soft and modulated, protested.

The door was pushed open as the owner of the soft voice spoke and the foreign-looking chap stepped into the aisle. He was perfectly calm, now, as he bowed slightly to the distractingly pretty girl whose glance he met over the shoulders of the conductor.

"I beg pardon," he began, "but I couldn't help overhearing the conductor's words, and—eh—the young lady's reply. I only want to say that the imposition is all on my part for engaging seats that I cannot use. Any one of them is at mademoiselle's disposal, indeed the whole drawing-room is if she—eh—prefers to be alone." And the tall chap, whose appearance was much more foreign than his voice, bowed profoundly.

"Thank you so much," the girl returned with just a suggestion of embarrassment, "but I couldn't think of accepting the——"

"The seat—or the room?" the man finished.

"Well, the room at all events," the girl replied, and the natural rose of her cheeks seemed to deepen a perceptible shade.

"Then, by all means, have the seat," said the man, gaily, and stood aside, with a "pray, walk into my parlor" bow and gesture that seemed to vouch for his chivalry.

Whatever hesitation had lurked vanished quickly, and the girl took the proffered seat. As she started to undo her mink jacket the quondam occupant of the compartment took

up his hat and overcoat and label-covered handbag.

"No, no," said the girl, rising. "I accepted the seat, not the whole room. If you persist in letting me disturb you, I shall go into another car."

"As you rule," the man returned, and dropped his impedimenta on a chair. He showed no disposition to let her reconsider.

The train had left Elizabeth well behind when the man ventured to break the rather uncomfortable silence.

"I suppose I ought not to speak to you," he said tentatively; "still there's no reason why I shouldn't, save silly convention—unless, of course, you don't wish it."

By look, as much as by word, the girl vouchsafed consent. "It would be rather a mean return for your courtesy to impose a ban upon speech, don't you think?"

"I do, indeed," the man declared. "But I rejoice to hear you say so. Estaval's my name."

"Not the author and playwright?" the girl questioned, her surprise unconcealed.

"The same, I'm constrained to confess. And you, I believe, are Miss Jamison, of Richmond."

"Yes, but how did you know?" Surprise had given place to blank amazement.

"You were in the Curtis's box at the Metropolitan—let me see—just a week ago tonight, were you not?" was Estaval's indefinite answer.

"Surely—a week ago tonight, but how—"

"Simple enough. No, I'm not a detective. I just happened to be in the adjoining box and a friend who knew you—well, he mentioned your name—that's all."

"And the friend, may I ask?"

"Gerry Haverhill."

"Now doesn't that prove how small a place the world really is?" the girl rejoined. The delightful cadence of her voice had, in itself, been potent enough; cordial animation now lent an added charm.

"I suppose it does," the man assented, "though I've seen more striking proofs than that—proofs that good old Gerry figured in, too."

The girl's eager attention was sufficient encouragement to delve into details and Estaval pursued.

"You know Gerry and I are old chums; that is, for the last ten years or more we've seen a good deal of each other and in some more or less Godforsaken places. Gerry's

a good deal of a vagrant—the wanderlust has hit us both and hit us hard. But as I started to say—" and Estaval went on to tell of bidding Haverhill good-bye some seven years before as he was leaving New York for San Francisco; Haverhill was to sail for England the next morning. Six months later Estaval, hunting railroad concessions in the Argentine, was referred to the Minister of Transportation, Posts and Telegraph. He sent in his card and the next minute was shaking hands with that important dignitary. It was Haverhill.

The girl marveled at the circumstance and listened with no little raptness as Estaval recounted a similar subsequent meeting with Haverhill on a P. & O. liner Londonbound from Port Said.

"But isn't it strange," Miss Jamison observed, "that Gerry hasn't spoken of you? I've seen quite a good deal of him in the two months I've been visiting here in New Jersey."

"He's probably had a more interesting subject to discuss," said Estaval, with just a shade of significance in both voice and glance. "And, anyway, I shouldn't have mentioned him if the coincidence of meeting you had not prompted it."

"Quite true, perhaps," the girl acquiesced, "still Gerry has frequently referred to other friends of his."

"Then, I certainly do feel slighted," the man asseverated. "Has he mentioned 'Duke' Frederick, of Rodney Courthouse, may I ask? Or Jason Folsom, of Richmond? He has to me—indeed I almost feel as if I knew them both. The fact is, I once knew—at least, I met Folsom in Richmond some years ago."

"In Richmond?" Miss Jamison replied. "Though, if you've been in the Argentine and the Far East and Near East and such stacks of remote places, it's not at all odd that you should know dear old Richmond. Still, the fact that you do is sort of a—well, it's sort of an excuse for being friends."

Estaval bowed in mute acknowledgment.

"Isn't it?" the girl appended ingeniously.

"I suppose it is," the man agreed. "I suppose," he added, and a certain terseness of tone and a tenseness of features punctuated a slight hesitation, "I suppose an excuse is necessary."

"I suppose it is," the girl concurred, "under the circumstances."

"Perhaps I had better," Estaval began, stiffly, "find another corner of the train." He pulled himself together in an effort to arise and reached for his overcoat on the adjoining chair. But the girl's next words were quickly restraining.

"Now that we have an excuse?" she asked naively.

"Blessings on the excuse," Estaval murmured, and resumed his comfortable posture.

"Apropos of Richmond," Miss Jamison went on, "perhaps you have met other people there—people we might count as mutual friends or acquaintances." She proceeded to mention the names of several families, the scions of which had followed illustrious progenitors in making social, commercial and political history in the Old Dominion capital. With most of these Estaval confessed at least, casual acquaintance.

"And did you ever know Philip Carey?" the girl asked.

The query—apparently of no greater significance than any previous one—arrested Estaval's fleeting glance toward the window and swung his intent gaze upon his fair vis-a-vis; it was almost a stare that he turned upon her. In the deep shadow in which she sat scarcely more than a trace of the mantling flush was perceptible, but it was sufficient to divert that rigid gaze.

"Philip Carey?" he echoed. Then he paused, as if to weigh his words. "I once called him some pretty hard names," he told her.

"Did you think he deserved them?" she asked, and her voice was not much above a whisper.

"Others seemed to think so," he answered, "and I presume I—"

"You merely joined in the popular opinion?"

"Not exactly," Estaval retorted. "I knew as much about him as any who were ready to defame him. I actually *knew*—that's why I called him names."

"Knew?" the girl repeated, with an eagerness that she seemed to be fighting to suppress. "You mean you knew that the things folks said about him were true?"

"I knew," the man replied, "that most of them were utterly untrue. Yet I knew enough to call him the biggest kind of a coward—the kind of a man who shows a

yellow streak under fire, when an ordinary show of courage might rout the enemy."

"You, indeed, have known him well—as well as I did," the girl hazarded.

"I might say, without exaggeration," Estaval replied, "that I knew him better than I was given credit for."

"Isn't it a bit odd that he never—" Miss Jamison said, "that is, I don't remember his ever speaking of you? Still, it's more than eight years since I saw him and—"

"Memories lapse in eight years," the man supplied, "things change, even beyond recognition in so long a time."

"Yes," the girl assented; "yet I—I knew him well enough to recognize him after considerable more than eight years. Oh, I'm sure I should recognize Philip Carey anywhere, at any time."

Estaval checked the reply his lips had started to frame. Through the open doorway of the drawing-room, as the train now halted at Wayne Junction, the sound of a negro's drawl came clearly.

"Tel'gram for Mister Es'val!" it droned. "Tel'gram for Mister Es'val!"

"Right here," Estaval hailed the porter, who had paused before the drawing-room door. "Bring it in, George."

"May I?" the man's glance asked; at the girl's low "Surely," Estaval tore open the yellow envelope. The merest glance disclosed the whole message:

*P. C. Estaval
In Richmond Pullman
Train No. 527
What luck?
Gerry.*

"Good, old Gerry," Estaval mused, and the happiest smile illuminated his ordinarily immobile features. "Good, old Gerry." But he did not show the girl the telegram. Instead, he folded it slowly, deliberately, even running his finger nails over the creases. After a minute he put the message in his pocket and reaching across the aisle drew the pad of telegraph blanks from its rack next the familiar red hotel guide. And this is what he wrote and gave the porter to dispatch at the next station:

*G. B. Haverhill
Boost Club
Madison Avenue
New York
Bully.
Estaval.*

Then he returned to his seat in the drawing-room. A minute later the train

entered the long subway that marks the approach to the B. & O. station in Philadelphia. Estaval wasn't sure if he was glad or sorry that a four-pronged Pintsch burner shed a dim but steady glow in the little compartment.

It was not until the Schuylkill was far in the train's wake that conversation in the drawing-room became more than desultory. It was Estaval who essayed a return to the subject which had proved nothing less than engrossing.

"What did *you* think—of the things that were said of Philip Carey?" he asked.

The suddenness of the reversion was somewhat startling in its effect on the girl.

"What did I think?" she repeated, momentarily dazed.

"What did you think?"

"I, too, thought he was a coward," was her low response.

"And you still think so?"

"I'm afraid I do."

"Aren't you sure?"

The girl did not answer and Estaval pressed his query.

"Are you any less sure of his cowardice," he asked, "than you are — well, that you would recognize him anywhere, at any time?"

"I reckon I am less sure," she confessed, in some confusion, and hastened to supplement: "You know there may have been — what is it the lawyers say? — extenuating circumstances?"

Estaval nodded. "I believe that's the term," he said. "Yes," he went on, "there may have been extenuating circumstances. I believe there were."

"Tell me," the girl demanded with sudden emphasis, "do you know about his — his engagement to a Richmond girl?"

"It seemed to me," the man made reply, "that the subject was pretty generally bandied about among Richmond gossips."

"Then you do know about it?"

"It isn't strange, under the circumstances, that I should, is it?"

"No, I suppose it isn't," Miss Jamison conceded. "Possibly you might care to tell me what you know," she ventured.

Estaval did not reply. The question was obviously disconcerting, so much so that he resorted to a nervous stroking of his heavy brown Van Dyke, and a staccato drumming with his fingers on the arm of his chair. As if to relieve his embarrassment, Miss Jamison took the initiative.

"Perhaps," she said, "you are not disposed to gossip; perhaps you think it would be disloyal."

"To the man?" Estaval asked, recovering his normal control.

"Yes."

"I will answer to him for any disloyalty," Estaval asserted; "it was the girl I was thinking of."

"I will answer to her."

"Oh, then, you know her?"

It was now Miss Jamison's turn to be flustered.

"I — yes, I do know her," she stammered, and presently qualified; "that is, I know her well enough to relieve you of any responsibility of — of disloyalty to her."

"Then I'll take the chance," Estaval declared. "As I know the story, Philip Carey was engaged to Elizabeth —"

"Is it necessary to mention her name?" the girl interposed.

"If the mere omission of the name would be less embarrassing to you, we will omit it. You must know, though, that I know the name; why then, should we not use it?"

"Very well," said the girl, seeming to take a firmer grip on her composure. "Philip Carey was engaged to me — Elizabeth Jamison — against the wishes of Elizabeth Jamison's father. Of course, that's part of the story."

"It's part — it's a very vital part," Estaval went on. "And because Philip Carey's father was wild, harum-scarum, reckless, Jamison, pater, could see nothing better in the son. That, ostensibly was the ground of his opposition; that was why, ostensibly, he vowed that — to quote him accurately — 'No daughter of mine shall ever bear the name of Carey.'"

"You certainly have quoted him accurately," the girl broke in. "But why do you say 'ostensibly'?"

"Don't you know why?" the man demanded.

"I know that Father deemed the elder Carey everything that a spendthrift prodigal could be; that he believed the son was following in his foot-steps — not of his own volition so much as through the impulse of heredity.

"And you accepted his judgment?" quizzed the man. There was a bitterness in his tone that the girl seemed to resent.

"When I promised to marry him?" she asked.

"That," Estaval replied, "is strong enough evidence as far as it goes, but _____,"

"How can it go farther?" Miss Jamison excepted.

"Let me answer that later. Let me first ask you if you knew of no other cause of the opposition which your father cherished so rampantly?"

"Absolutely none," was the prompt response.

"Then I will tell you," Estaval affirmed. "I will tell you the real cause, for in justice to Philip Carey you should know. It may seem brutal, but —"

"Go on," the girl commanded.

"Oh, I did not fear that you would flinch," Estaval explained. "It was rather that I did not fancy the task."

"I want you to tell me," Miss Jamison urged, and Estaval proceeded:

"Sterling Jamison was once engaged to the woman whom Howard Carey afterward married. He won her fairly and squarely because she loved Carey, because she really never loved—the other man. And the other man never even whispered reproaches until he saw a Carey loved his daughter. It was only then that the long dormant animosity was rekindled and the Carey clan was thenceforth tabooed."

Elizabeth Jamison had listened with the intensity of complete absorption. Only an occasional nervous quiver disturbed the calm of her features. Her attitude was eagerly expectant.

"I never knew it," she declared, "and you will understand if I am loath to accept it as the true cause. Why is it that you, a stranger, can tell me of it, while none of our closest friends shared such very personal confidences?"

"Because only three persons knew—Sterling Jamison, Howard Carey and Howard Carey's son," was the deliberate rejoinder.

"Then how did you know?" Miss Jamison quickly retorted.

"I should have said," Estaval explained, "that only two knew originally—the two principals—one of these, Howard Carey, told his son. It was through the son—"

"That you learned!" the girl supplied.

Estaval's only answer was a profound nod.

"I said a while ago," Miss Jamison pur-

sued, "that my promise to marry Philip Carey was strong evidence that my father's judgment of him was not mine——"

"And I said that it was strong evidence as far as it went," the man interpolated.

"What did you mean?"

"I meant that when Philip Carey was officially eliminated by Sterling Jamison from your visiting list, you—well, that promise was eliminated, too, and another, a promise to marry Harvey Benson, superseded it."

"That is false," the girl cried, "utterly false. I never promised to marry Harvey Benson!"

"The public announcement of your engagement implied a promise to marry," the man returned.

"The announcement was never authorized," the girl affirmed.

"Perhaps not by you, but I happen to know that your father confirmed the report." Estaval was now as cool as his companion was agitated. His thrusts of surprising knowledge seemed to dismay her; she seemed to know that he was enjoying the advantage that was so obviously his. "I also happen to know," he went on, "that Benson caused the report of the engagement to reach one of the newspapers and that upon being asked to confirm it, referred the reporter to Sterling Jamison. You can readily imagine that confirmation from that source was easy to obtain. I know further that when Philip Carey read the paragraph he got a friend of his on the other paper to go to the Jamison house to make sure. This reporter asked for you; instead he was shown into the library where Sterling Jamison sat. He was asked his errand and, like a chump, said that he had been sent to ask Miss Jamison if the published report of her engagement were true. 'Very well,' said Sterling Jamison, 'I will ask her for you,' and left the room. In five minutes he returned to say that Miss Jamison confirmed the report."

"And Philip Carey accepted that as final? Never thought that the proxy question might not have reached the girl he should have trusted infinitely more than that?" The crispness of the question spoke eloquently of an ill-suppressed contempt.

"Ah, that is why I called him a coward," Estaval made answer. "He should not have been satisfied with the investigation of a proxy, he should have sought you himself."

He realized it when it was too late—when, ten days later, you returned his letter unopened. Still, maybe the letter never reached you."

"The letter did reach me and was returned by me," the girl averred, "but that was after Philip Carey's own engagement to some Washington heiress was announced in the same paper that published my——"

Estaval was on his feet, his erstwhile composure deposed by almost hysterical excitement.

"Philip Carey's engagement?" he cried. "Bally nonsense! Imbecilic twaddle! Why, he never saw or heard of the announcement. Yet you believed it?"

"Would you have had me ask him to confirm or deny it?" queried the girl, now by far the cooler. "You must remember that the paper containing the paragraph about me was kept away from me and that before my friends had time to pour in congratulations, Father hustled me off to the mountains for a week, insisting that I was terribly run down. It was while I was there that a marked copy of the paper telling of Philip Carey's engagement was sent to me. Then in the next mail his letter came. Do you wonder I had no mind to read the—at least what I supposed were excuses for his defection? When I got home there were the notes and cards and what not. Everybody seemed to have outdone the other in their efforts to proclaim felicitations. Do you suppose that had I known before that anyone could have prevented my *writing* a denial and getting it by hook or crook to Philip?"

"Even without his seeking it?" questioned the man, resuming his seat.

"I would have known that he, or any word he might send, would not be allowed to reach me."

"Then you must have cared!" The man fairly exulted in the implied admission, which was not checked by the girl's reply.

"It would appear so."

"And are you willing that Philip Carey should know?"

"Philip Carey is dead."

"Oh, no, I happen to know he is alive. The old Philip Carey *is* dead, nominally. The new Philip is the liveliest corpse you ever saw. But tell me, are you willing that he should know—you cared?"

"Do you suppose that I would have you

tell him? If he is to know, I prefer to tell him myself."

"Won't you tell me that you did care? I promise I won't tell him."

"But why should I?"

"You shouldn't, but just say it."

"Say what?"

"Say 'I did care—heaps.'"

A brief pause.

"I did care."

"Heaps? We must have the heaps."

"Well, heaps, then."

"Betty! Oh, Betty!"

Whatever else followed was too inarticulate to attempt to chronicle; that is, his words, and hers, were. The trifling fact that the drawing-room door still swung back against the partition mattered not. It was only when the porter's droning, "Mr. Es'val! Telegram for Mr. Es'val!" sounded obtrusively from the open doorway that they realized it was a train, not some aerial contrivance built for two, that was carrying them through space; that others were about to see or hear.

"All right, George," said Estaval, quite unabashed, "bring it in." *It ran:*

*D. P. C. Estaval,
In Richmond Pullman, Train 527.
If you need a best man wire quick.
Gerry.*

This time Estaval showed the telegram to his companion. He watched her as she read it, and as she blushed alluringly, wrote the answer:

*Gerry Haverhill,
Boost Club,
Madison Avenue,
New York.
We sure do. You're on. Will advise
date soon.
Philip.*

Estaval held the message before the girl. She took it from him, and with his fountain pen inserted under his signature, "Betty." Then she handed it to the porter.

Presently it came out how Gerry Haverhill had imparted Betty's plans for her return home and how Estaval had seen to it that friends secured all unengaged seats in that Richmond Pullman.

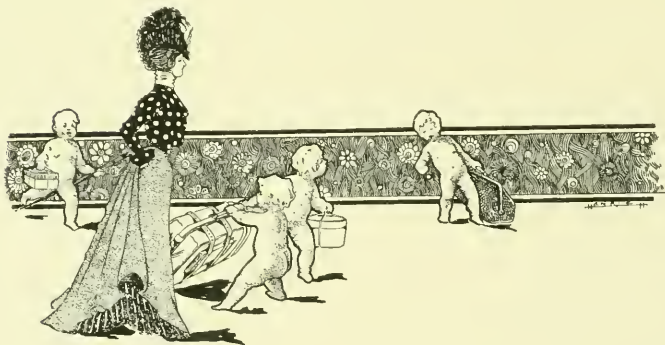
"It was a sure enough trap," Philip laughingly confessed, "planned with malice aforethought and executed with sheer Machiavelean delight. It was the drawing-room or nothing."

"It must have been the horrid beard and mustache that fooled me—they and the name," said Betty, some minutes later. "And the name, dear. You haven't told me why you affected an alias."

"It isn't an alias," Estaval explained. "It's my uncle Edmund's surname. He insisted that I take it when he made me his ward and heir. And then he rather liked

the name on the books I ground out—gave the family sort of an air, you know. Oh, no, it's more than a *nom de plume*. I'm 'Philip Carey Estaval' by legislative decree; the Chamber of Deputies fixed that."

"So, after all, I won't be Mrs. Carey," the girl observed, but one would have guessed from her joyous face that any name would have been a matter of small moment.





Stub Ends of Thought

By ARTHUR G. LEWIS.



THERE is no normal man without a purpose.

REAL love knows no law save that of self-sacrifice.

WOUNDED self-esteem seldom heals without a scar.

FAITH is the fiction upon which the plot of fact is laid out.

It is better to have one woman believe in you than to believe in all women.

THE best part of man does not exist beyond the circle of woman's influence.

LOVE is the only weapon in the world that we can fight the world with and win.

NOTHING develops character more than a faithfully followed sense of responsibility.

MARRIAGE with the average man is a romance, and with the average woman a refuge.

THE average woman cannot afford to be frank in regard to herself. Don't expect her to be.

THE touch of tenderness has broken down more barriers than the strength of power has upbuilt.

MANY of us establish for ourselves a code of ethics based on individual, rather than general, accepted conditions.

A Prayer

By ARTHUR G. LEWIS

Oh, God of Reason, live thou with me yet,
Lest in this darkness I may now forget
The way to turn, the path that I should tread,
And find the way of selfishness instead,
Or learn the weight of all my life's regret!
Oh, God of Reason, live thou with me yet!

I've hoped, and prayed, for counsel through the night,
Some hand to light and guide me in the right;
Thy name is love, and in that name I pray.
Show me, oh God, the right and honest way,
I still remember, and would not now forget!
Oh, God of Reason, live thou with me yet!

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 22, 1908.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 528 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
Lv. WASHINGTON, NEW UNION STA.	7.00 AM	9.00 AM	9.00 AM	11.00 AM	1.00 PM	3.00 PM	5.00 PM	9.00 PM	12.15 AM	2.52 AM
Lv. BALTIMORE, CAMDEN STATION	7.55 AM	9.50 AM	9.52 AM	11.50 AM	1.55 PM	3.48 PM	6.00 PM	10.00 PM	1.15 AM	3.46 AM
Lv. BALTIMORE, MT. ROYAL STATION	8.00 AM	9.54 AM	9.57 AM	11.54 AM	1.59 PM	3.52 PM	6.05 PM	10.05 PM	1.25 AM	3.51 AM
Ar. PHILADELPHIA	10.15 AM	11.50 AM	12.11 PM	2.02 PM	4.05 PM	6.50 PM	8.19 PM	12.40 PM	3.50 AM	6.00 AM
Ar. NEW YORK, LIBERTY STREET	12.35 PM	2.00 PM	2.30 PM	4.15 PM	6.30 PM	8.00 PM	10.40 PM	3.52 AM	6.22 AM	8.32 AM
Ar. NEW YORK, 23D STREET	12.45 PM	2.10 PM	2.40 PM	4.25 PM	6.45 PM	8.10 PM	10.50 PM	6.33 AM	6.33 AM	8.43 AM
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 22, 1908.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
Lv. NEW YORK, 23D STREET	11.50 PM	-----	7.50 AM	9.50 AM	11.50 AM	1.50 PM	3.50 PM	5.50 PM	6.50 PM	-----
Lv. NEW YORK, LIBERTY STREET	1.30 PM	-----	8.00 AM	10.00 AM	12.00 PM	2.00 PM	4.00 PM	6.00 PM	7.00 PM	-----
Lv. PHILADELPHIA	4.15 PM	8.15 AM	10.17 AM	12.30 PM	2.17 PM	4.16 PM	6.12 PM	8.31 PM	9.21 PM	-----
Ar. BALTIMORE, MT. ROYAL STATION	6.45 PM	10.50 AM	12.16 PM	2.43 PM	4.16 PM	6.09 PM	8.08 PM	10.50 PM	11.23 PM	-----
Ar. BALTIMORE, CAMDEN STATION	6.50 PM	10.55 AM	12.20 PM	2.47 PM	4.20 PM	6.13 PM	8.13 PM	10.55 PM	11.27 PM	-----
Ar. WASHINGTON, NEW UNION STA.	7.50 PM	11.45 AM	1.15 PM	3.50 PM	5.20 PM	7.00 PM	9.00 PM	12.00 PM	12.22 PM	-----
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 22, 1908.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	NOTE.		
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM			
Lv. WASHINGTON, NEW UNION STA	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM			
Ar. DEER PARK HOTEL										
Ar. PITTSBURG			6.45 AM		9.42 PM	6.25 PM	8.50 AM	Lv 5.25 PM		
Ar. CLEVELAND			12.00 NN							
Ar. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		Lv 5.15 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM		
Ar. OHIOAGO		5.15 PM			9.45 AM			7.30 AM		
Ar. CINCINNATI	8.05 AM			5.35 PM		1.45 AM				
Ar. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 AM				
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
Ar. ST. LOUIS	5.50 PM			7.40 AM		1.40 PM				
Ar. OHATTANOOGA	7.30 PM			6.40 AM						
Ar. MEMPHIS	11.25 PM			8.35 AM						
Ar. NEW ORLEANS	10.55 AM			8.15 PM						

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 22, 1908.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			5.00 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM			
Lv. CLEVELAND			7.30 PM		3.00 PM					
Lv. PITTSBURG			8.00 AM		10.00 PM					
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.00 PM	1.15 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.20 PM				
Lv. INDIANAPOLIS	3.00 PM	* 8.05 AM				2.30 AM				
Lv. CINCINNATI	* 6.35 PM	12.15 PM				4.12 AM				
Lv. NEW ORLEANS		9.15 AM				8.00 AM				
Lv. MEMPHIS		8.35 PM				7.10 PM				
Lv. CHATTANOOGA		11.35 PM				6.35 AM				
Lv. DEER PARK HOTEL										
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM			
Ar. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM			

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR" — NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR" — WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va. daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

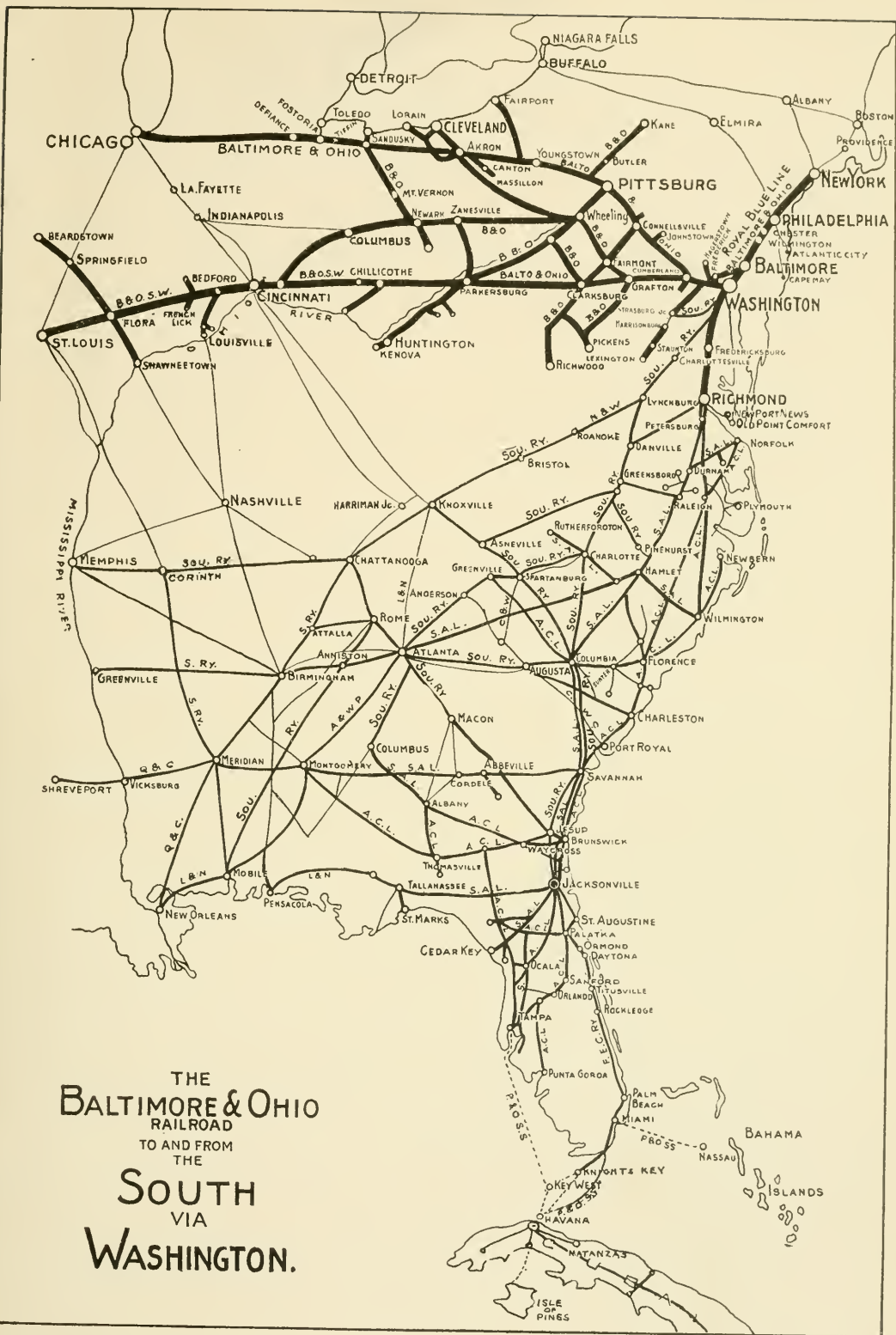
AKRON, OHIO, Union Station, C. D. HONOLD, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. D. CRAWFORD, City Ticket Agent.
 G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station,
 E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent;
 E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. H. BURNHAM, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent;
 W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building,
 A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue,
 F. J. EDDY, Ticket Agent; Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent;
 H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent;
 J. B. LOHMAN, City Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot
 Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo II.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling
 Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent.
 Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
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HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
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LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent;
 EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger
 Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent.
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 RAYMOND & WHITCOMB, Ticket Agents. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
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PARKERSBURG, W. VA., J. MC O. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES,
 Ticket Agent (Ohio River).
PHILADELPHIA, 384 Chestnut Street, BERNARD ASHEY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent;
 C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut
 Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 603 5 South
 3d Street and 146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN,
 Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent.
 403-57 5th Avenue, W. S. MILLER, City Ticket Agent; A. J. SMITH, City Passenger Agent. Station, Cor. Smithfield and
 Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., 203 Monadnock Building, EDWIN ANDERSON, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; L. L. HORNING,
 City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT,
 Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent.
 J. LEWIS, JR., Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent;
 New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent;
 McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 814 Market Street, W. FULTON, Ticket Agent;
 H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. O.; 21 Water
 Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.	

GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.



FLORIDA

AND THE

SOUTH

Winter Tourist Rates

FROM ALL POINTS
ON THE

BALTIMORE & OHIO

SPECIAL TOURS

From Boston = = February 18 Seaboard Air Line

From New York	}	February 19 Seaboard Air Line
" Philadelphia		
" Baltimore		
" * Pittsburg		
" * Wheeling		
" * Parkersburg		* One day earlier.

VIA **WASHINGTON**
AND
NEW UNION STATION

Secure full information as to rates, routes, schedules,
etc., from Ticket Agents Baltimore & Ohio R. R.

BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH

Washington Southern R'y, Richmond, Fredericks-
burg & Potomac R. R. and Seaboard Air Line

NEW YORK TO FLORIDA

Through Pullman parlor car, New York to Richmond, is attached to Seaboard Air Line train No. 81 at Washington for Jacksonville, with through sleeping cars to Columbia, Tampa and Memphis. Dining cars serve all meals.

THE SCHEDULE

DAILY

Leave New York, 23d Street	No. 527	1.50 pm
Leave New York, Liberty Street.....		2.00 pm
Leave Philadelphia, 24th and Chestnut.....		4.16 pm
Leave Wilmington		4.47 pm
Arrive Baltimore, Mt. Royal Station.....		6.09 pm
Arrive Baltimore, Camden Station.....		6.13 pm
Leave Baltimore, Camden Station.....		6.16 pm
Arrive Washington, New Union Station.....		7.00 pm
Leave Washington, R. F. & P	No. 81	7.35 pm
Arrive Richmond, Va., Main Street		10.45 pm
Leave Richmond, Seaboard Air Line	No. 81	10.55 pm
Arrive Pinehurst		6.35 am
Arrive Columbia.....		10.20 am
Arrive Atlanta		5.00 pm
Arrive Birmingham, Central Time.....		9.50 pm
Arrive Memphis		7.40 am
Arrive Savannah		1.00 pm
Arrive Jacksonville		4.50 pm
Arrive St. Augustine		10.40 pm
Arrive Palm Beach		7.50 am
Arrive Miami.....		10.50 am
Arrive Knights Key		3.20 pm
Arrive Tampa		6.30 am

BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH

Washington Southern R'y, Richmond, Fredericksburg & Potomac R. R. via Washington, Seaboard Air Line and Atlantic Coast Line

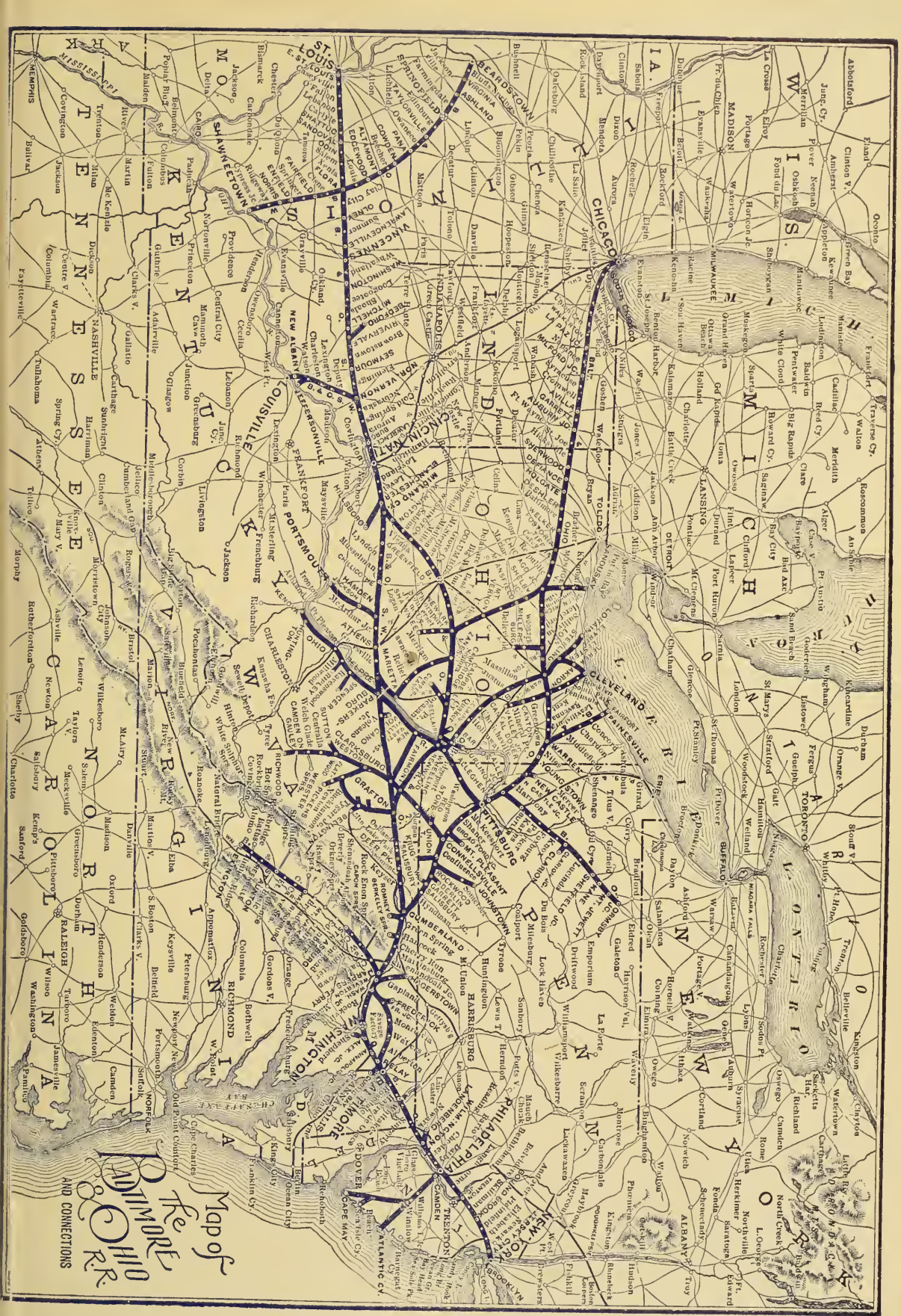
PITTSBURG TO FLORIDA

Train No. 12, "Duquesne Limited," has **Through Pullman drawing-room sleeping car Pittsburg to Richmond**, which is attached to Atlantic Coast Line train No. 89 at Washington, with through coaches and Pullman buffet sleeping car Washington to Jacksonville.

Train No. 6, "Chicago-New York Limited," has Pullman drawing-room sleeping car Chicago to Washington and Pullman observation parlor car and dining car Pittsburg to Washington. Connects with Seaboard Air Line train No. 99, with Pullman club car, dining car and observation car Washington to St. Augustine, and through Pullman sleeping cars Washington to Palm Beach, Miami and Knights Key. Dining cars en route.

THE SCHEDULE

Baltimore & Ohio	No. 12	No. 6
Leave Pittsburg, Eastern Time	6.00 pm	8.00 am
Leave Connellsville	7.44 pm	9.45 am
Leave Cumberland	10.30 pm	12.40 pm
Arrive Washington, Union Station	2.37 am	4.42 pm
	A. C. L. No. 89	S. A. L. No. 99
Leave Washington, R. F. & P.	4.20 am	6.20 pm
Arrive Richmond, Va.	7.50 am	9.29 pm
Leave Richmond	8.15 am	9.32 pm
Arrive Pinehurst		6.35 am
Arrive Wilmington	6.10 pm	12.20 pm
Arrive Columbia	10.45 pm	7.00 am
Arrive Atlanta		9.30 am
Arrive Birmingham, Central Time		9.50 pm
Arrive Memphis		7.30 am
Arrive Charleston	11.15 pm	
Arrive Savannah	2.10 am	9.30 am
Arrive Jacksonville	7.15 am	1.15 pm
Arrive St. Augustine	11.00 am	2.25 pm
Arrive Tampa	6.00 pm	6.30 am
Arrive Palm Beach	7.55 pm	1.08 am
Arrive Miami	10.25 pm	3.20 am
Arrive Knights Key		7.00 am
Arrive Havana		4.30 pm



Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1909



JANUARY							FEBRUARY							MARCH							APRIL						
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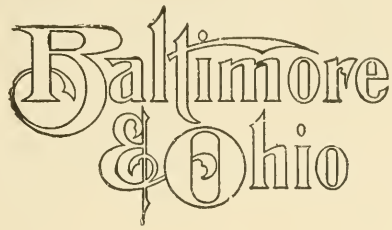
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BOOK OF THE ROYAL BLUE

MARCH, 1909

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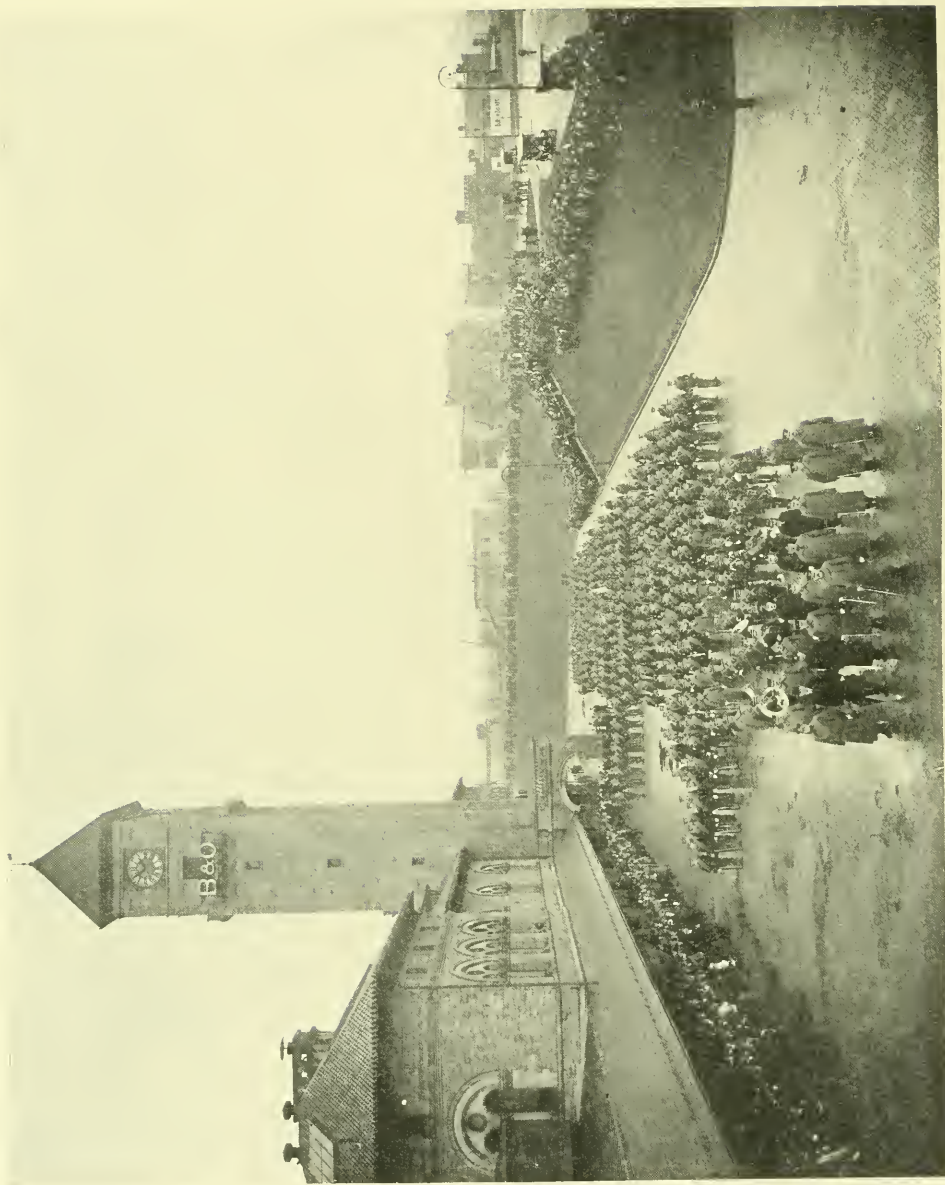
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THE 5TH REGIMENT, MASSACHUSETTS NATIONAL GUARD, LEAVING MT. ROYAL STATION OF THE BALTIMORE & OHIO RAILROAD FOR WASHINGTON ON MARCH 2, 1908, TO ATTEND THE INAUGURATION, AFTER HAVING BEEN THE GUESTS OF THE 5TH REGIMENT, MARYLAND NATIONAL GUARD

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XII

BALTIMORE, MARCH, 1909

No. 6

An Inauguration under Difficulties



HE inauguration of William H. Taft as President of the United States on March 4, 1909, will be referred to in years to come as the most remarkable event of its kind, from a weather standpoint, in the annals of public events.

downfall of clinging, heavy snow than was precipitated in that belt of eastern coast lying between Philadelphia and Washington east of the Blue Ridge Mountains. Telegraph and telephone wires became encased in solid coverings of snow and ice two and three inches in diameter. The tremendous weight on the wires snapped or uprooted



RESULTS OF DISASTROUS SNOWSTORM OF NIGHT OF MARCH 3, 1909

The weather bureau meant well enough when it prognosticated March 4th to be "clear, with invigorating atmosphere." But the mercury slipped a cog or else a small boy with a horseshoe magnet in his pocket may have wanted to see the wheels go round in the barometers, thermometers and other meters in the weather shop, for "the next day it snowed."

Never perhaps was there a more disastrous

the poles and mowed them down by the thousand in a stretch of 150 miles.

Great trees fell under the fearful weight, and the railways between Philadelphia and Washington presented a sight never equaled in history. Miles upon miles of their tracks were blocked with poles and trees. The wires were all down and electric communication between Washington and Baltimore and the rest of the world was absolutely

cut off on March 4th and not re-established in any manner for at least thirty-six hours, except by the wireless, which was working poorly.

Baltimore suffered most. Not only were the majority of its electric street railway lines put out of commission for a time, but the electric light service had to be abandoned, because of the tangled mass of wires lying about the streets, menacing the lives of its people. Telephone service was crippled for an indefinite period, and the first ten days after the storm did not find the service in anything like a satisfactory condition. The down-town and congested districts were given first attention, not only for service, but for safety.

Never was there a time more unpropitious for a storm of this kind than on the eve of an inauguration. Presidential inaugurations are always accompanied by a grand rush to the Capital. A new President means a new crowd. It is a great social and military event and Washington becomes the mecca for hundreds of thousands of people. Visitors from far-off points generally start on their journey in ample time to allow a few hours' margin to locate themselves in the crowded city. But the masses from Philadelphia and Baltimore generally go over to Washington in the morning and return at night.

Indications this year pointed to the heaviest travel from these cities since the first inauguration of Cleveland.

A heavy rain pour commenced early in the afternoon on March 3d, and a high northwest wind brought the blizzard which changed the rain to sleet and snow by 7.00 o'clock in the evening, and by 2.00 o'clock in the morning three or four inches of wet snow covered the ground and the storm was at its height, continuing until 7.00 o'clock with unabated fury. Daybreak found trains at a standstill everywhere, laden with inauguration crowds, who gazed out on the obstructed tracks in mute bewilderment, wondering what would be the ultimate outcome of such a tangle of wires and poles.

It was a remarkable sight, and as fast as the railways could send gangs of men ahead to clear the way, trains would creep forward, operated by the "human block system," which necessarily had to supplant the more modern automatic block signal system.

At Baltimore crowds of people who had braved the storm gathered at the railroad stations eager to take a chance on the first

possible train which ventured toward Washington. Once started, the passengers willingly assisted the railway men in pulling the poles, trees and wires from the tracks and enjoyed this strenuous novelty. Thousands of disappointed people stayed at home rather than venture on a trip which of necessity might take hours, where under ordinary conditions it would take but forty-five or fifty minutes.

Many trains from New York and Philadelphia which left at midnight did not reach Washington until after 4.00 o'clock the next afternoon.

At Washington the conditions were almost as bad. Early in the morning Pennsylvania Avenue and the great reviewing stands en route were covered with five or six inches of snow and presented a gloomy aspect for a gala day.

Thousands of shovelers were put to work to make some sort of pathway from the White House to the Capitol. The thick layer of snow covered rivers of water underneath and pedestrians were compelled to wade in slush over their shoe tops. Nevertheless, as the hour approached when the President and President-elect, with their escort, were to drive to the Capitol, the throngs of people braved it all and lined "the Avenue." The snow fell thick and fast and the outdoor ceremonies of the inauguration were abandoned, the President taking the oath of office in the senate chamber. After these ceremonies came the parade, which, in spite of the weather, continued in unbroken ranks from 1.30 p. m. to 5.30 p. m.

The snow ceased falling in the afternoon, and the sun came out, just to show there were no hard feelings on his part and to save the weather bureau from everlasting condemnation. The gum-shoe man doing business on the street was more in evidence than his prototype in Congress, but conducted his business in much the same way. Rubbers sold anywhere from \$1.00 to \$5.00 a pair.

There were two great lessons to be learned from this brief record of another inauguration in the worst month of the year, which are best expressed in the characteristic words of an Irish member of the famous 7th regiment of New York, which did not reach Washington in time for the parade:

"If I had the makin' ov it, me bye. March 4th wud cum on May 1st every four

years and I wud run all the overhead wires underground."

The Baltimore & Ohio Railroad Company felt the effect of the great storm keenly, as this line from New York, Philadelphia and Baltimore has always been a favorite route to Washington, and its reputation for the successful handling of inaugural crowds brought to it a large passenger traffic for this particular occasion. Naturally, some of the special trains were delayed, but were kept moving as fast as conditions permitted.

Every attention was given those en route, not only for their comfort, but for observance of original schedules as closely as possible. That the trains were satisfactorily handled against the great odds is clearly indicated in the following letters showing the splendid *esprit de corps* of some of the great bodies of troops and clubs who went through it all:

**HEADQUARTERS 7TH REGIMENT
NATIONAL GUARD, N. Y.**

NEW YORK, March 12, 1909.

GEORGE F. RANDOLPH, ESQ.,
First Vice President, B. & O. R. R.,
Baltimore, Md.

DEAR SIR:

On behalf of the officers and men of the 7th Regiment, it gives me much pleasure to express to you our appreciation of the earnest effort your company made in the face of unprecedented conditions of weather, and of your determined effort to successfully land us on time in Washington on March 4th, and also for the careful arrangements for the comfort of our people at all times, that were made for us. I wish to emphasize our high regard for the services rendered to us by Mr. Lyman McCarty, who was ably assisted by Messrs. Faroat and Ainslie, not only for their intelligent assistance and prompt response made to every request from Capt. Walter G. Schuyler on the hazardous journey, but also for their courteous and capable preparatory work, that took so much of their time previous to the movement of the regiment.

I trust that you will convey the thanks of the regiment to them, and state that they have made a lasting and favorable impression upon all with whom they came in contact.

In closing, I beg to assure you that we will gladly intrust ourselves to your hands, if a similar trip in your direction is undertaken, particularly if our friend, Mr. McCarty, is placed in charge of the undertaking.

I neglected to mention that our arrival at the home station was accomplished on time, which certainly added much to our estimate of your ability to overcome obstacles and carry out your contract.

Thanking you for your kind intentions to provide us with coffee and grub at Baltimore, I am,

Respectfully

DANIEL APPLETON,
Colonel.

**HEADQUARTERS 5TH REGIMENT OF INFANTRY,
2D BRIGADE,
MASSACHUSETTS VOLUNTEER MILITIA**

BOSTON, March 8, 1909.

MR. J. B. SCOTT, Agent,
Baltimore & Ohio R. R.,
Boston, Mass.

DEAR SIR:

I wish to extend to you my thanks and appreciation for the splendid service rendered my regiment on its recent trip to Baltimore and Washington and return. It was very remarkable, considering the severe storm, that you were enabled to land us in Boston on schedule time. The service both going and coming was all that could be desired. I have heard nothing but favorable comments on the able manner in which you looked after the details.

With kind regards, I am

Yours sincerely,

WILLIAM H. OAKES,
Colonel, 5th Massachusetts Infantry.

**THE DEWEY & SONS CO.
138 Fulton Street.**

NEW YORK CITY, March 11, 1909.

MR. LYMAN MCCARTY,
A. G. P. A., B. & O. R. R.,
434 Broadway, New York City.

MY DEAR MR. MCCARTY:

Our party arrived home safely and on time Sunday morning at 7.00 o'clock, after one of the most enjoyable trips of my life.

The dining car service under Mr. Derr and Mr. Ferguson was beyond criticism. I am pleased to say that I did not receive one complaint of the quality of food furnished in all the time we were aboard. I made it my business to inquire of most everyone in the train at different times. I cannot imagine how any train could have been made up more complete and more comfortable than the one which you furnished us. The weather was against our enjoyment outside of the train, but the sociability that was made by the magnificent club car made our trip even more pleasant than if we had been out in pleasant weather. It was the unanimous vote of every member of our party at midnight on Saturday, just as our train pulled out of Washington, that there had not been a thing to mar the enjoyment of our trip, except the weather.

The party presented me with a diamond scarf pin, which speaks pretty well of their appreciation. I want to thank both you and Mr. Ainslie for the very kind attention which we received at your hands. The Union League Club Special was the talk of Washington. Several parties from other trains on the Baltimore & Ohio parking visited our train and were green with envy. Within thirty minutes after we arrived, less than one hour behind schedule, we had a telephone service installed in the club car, which proved as a very great benefit to our party. We had two colored maids on the train from 6.00 in the morning until midnight, to assist our ladies, that was very greatly appreciated.

The Invincible Club train lay on the next track to ours, and you can imagine our pleasure when we saw this party tramping out in the blizzard early in the morning to go for a meal, while we were perfectly comfortable and did not have to leave our train for anything. Two of the ladies of their train were taken ill and we sent our maid over to care for them and also sent them meals from our diner, which was appreciated to the limit.

Again thanking both you gentlemen for the courtesies extended, I am

Sincerely yours,

U. L. C. INAUGURAL COMMITTEE,
Hiram S. Dewey, Treas.

HEADQUARTERS 5TH REGIMENT INFANTRY MARYLAND NATIONAL GUARD

BALTIMORE, March 8, 1909.

GENERAL GEORGE F. RANDOLPH,
B. & O. Building,
City.

MY DEAR GENERAL:

I wish to express my appreciation of the successful efforts of the officials of the road, under the trying conditions existing, in placing my troop train in the terminal station on Thursday evening, so there was not a minute's delay in entraining. We arrived at the terminal at 11.25 and by 11.30 every man was on the train. You know the character of the night, and so it is needless for me to say that this action saved my men from dangerous

exposure, compared to which all the rest of the day would have been as nothing, if not actual suffering.

I desire especially to commend Mr. Squiggins, who accompanied us, and was unceasing in his efforts for our comfort.

Very truly yours,

C. BAKER CLOTWORTHY,
Colonel.

REPUBLICAN COUNTY COMMITTEE RICHMOND COUNTY

TOMPKINSVILLE, S. I., February 15, 1909.

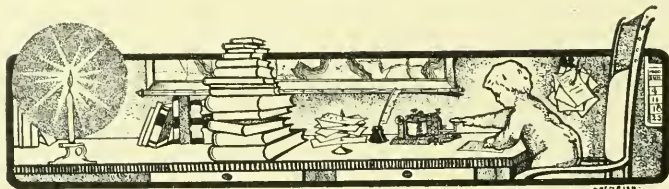
MR. LYMAN McCARTY,
Asst. Gen'l Passenger Agent,
B. & O. R. R., 434 Broadway, N. Y.

MY DEAR MR. McCARTY:

The members of the delegation to the Taft inauguration from Richmond County had the time of their lives. One of the things that materially helped toward the good time was the very excellent service rendered by your company. We left St. George on schedule, arrived in Washington on time, and the return trip was the same. We were nicely parked in Washington and had plenty of water, heat and light, despite the severe weather, and on behalf of our delegation I extend my congratulations to you and your company for the splendid manner in which the whole trip was handled.

Very sincerely yours,

WM. H. JACKSON.



One Hundred Days' Respite

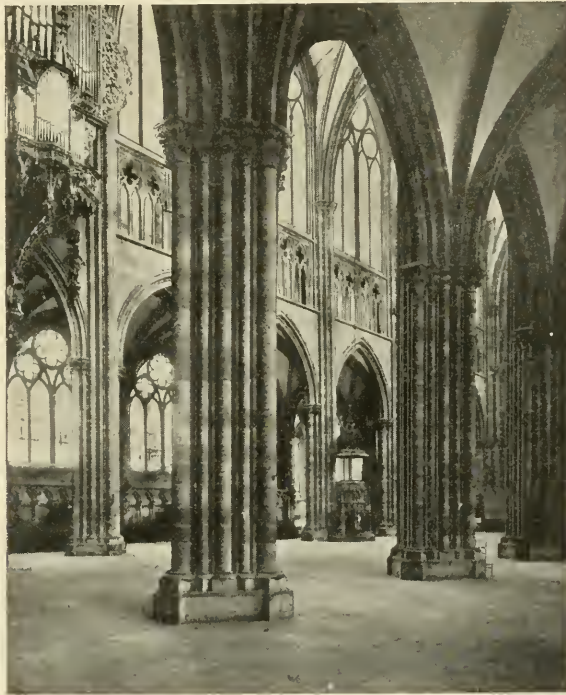
A Travelog on Germany

By PAULINE HALLE



WE HAD not been away from Chicago in two years; in fact, John had not asked for a vacation since our marriage and honeymoon, almost three years ago. Of course, on several occasions, I had for a day or two visited friends, living within easy reach of the city, but jaunts without one's husband

impossible objection, all of which I promptly overruled, and next day we gathered "literature" at the offices of various trans-Atlantic lines. For several weeks we reveled in "Fire Side Travels," John's objections gradually fading away as his interest increased. At last he gave his consent and, having arranged for a three months' leave of absence, left me the task of engaging passage and attending to details.



STRASSBURG CATHEDRAL

never count. So, when, after the financial panic in the fall of 1908, overtime was discontinued at the office, I deemed the time propitious for our long-hoped-for holiday and broached a trip to Europe, so ardently desired by both of us.

John has the vanity common to men and thinks the office will stop running without his watchful presence. As was to be expected, he mentioned every possible and

So many routes to the Old World are offered Americans nowadays, one is bewildered by the infinite number of steamers, rate sheets, diagrams, etc.

Economy being the first consideration in the plan of our trip, the high-speed liners were out of the question; besides, I felt that a longer sea voyage would be just the thing for John, and, incidentally, for me, too. With this in view, we endeavored to engage



SWITZERLAND—THE AAR VALLEY NEAR INTERLAKEN

a stateroom on one of the slower boats, but, heavens, what prices! First class was absolutely out of the question for our pocket-book, and, of course, we would not consider traveling in second class. On the verge of despair and at the end of my resources, womanlike, I needed company in my misery, and meeting dear old Edith, who goes to Europe almost every year, confided my trouble to her.

"Have you tried the Baltimore Line?"

"Of course not; they only carry second cabin."

"Why, Pauline, that's the secret." Edith assumed that detestable air of superiority before continuing. "You see it's like the New York newsboy who was crying the second edition: 'Have you the first edition?' asked a prospective customer. 'Naw; dere ain't no first edition.' 'But how can there be a second edition, if there is no first edition?' 'Say, boss, it's a cinch you ain't next to de New York poipers.' That's the way it is with the Baltimore steamers, 'Dere ain't no first class.'"

With that final sally, Edith led me to "her" agent, who immediately wired to Baltimore, and in less than three hours called me up to say that he could offer a splendid cabin at the very time we wished to sail, and this at almost half of what we originally expected. In a few days our return accommodations were also engaged, and John and I spent the weeks before departure in "brushing up" our knowledge

of history and art and in eliminating all but necessities from the list of things we wished to take with us, for we followed Edith's advice and limited our baggage to a steamer trunk, suit case and small handbag.

At last the glorious day of departure arrived. We left Chicago June 6th by Baltimore & Ohio at 5.00 p. m., so as to pass through the enchanting scenery of the Alleghanies and the Potomac Valley by daylight, and, making use of the stop-over privilege available on all through trains, enjoyed two delightful days in Washington, visiting the Capitol, the White House and Mount Vernon. Wednesday morning, June 10th, we boarded one of the forty-five-minute trains to Baltimore, and arrived in ample time to reach the large modern pier of the Baltimore & Ohio Railroad, from which all North German Lloyd steamers sail. After checking our baggage and seeing everything placed in our most comfortable stateroom, we spent an interesting hour watching the hustle and bustle incident to the departure of an ocean liner. Promptly at 2.00 p. m. the lines were cast off and the steamer slowly moved into the stream, then, gaining headway, soon left the crowd of waving humanity, gathered to wish a "bon voyage" to friends and acquaintances, far behind.

The North German Lloyd steamer "Breslau," which was to be our home for the next twelve days, is nearly 8,000 tons' burden, steady, and a one-cabin boat; that is to say she carries only second-cabin passen-

gers, and, of course, steerage. These one-cabin boats have many advantages. In the first place the staterooms are all amidships, an important consideration to anyone not a good sailor, as the motion here is hardly noticeable. One has the best there is on the ship, excellent service and equipment and a table which leaves nothing to be desired. Then the passengers are not clannish; they are generally men and women of moderate means, such as teachers, preachers, lawyers, artists and others, who do not rank one on a dollar basis and who are as a rule interesting and sociable.

Of course one finds cads and snobs everywhere—we had them on the "Breslau"—but they were few and far between. We also had the woman with seven trunks, who wore a different gown at each meal, who carried her French maid and poodle with her and insisted on sitting at the captain's table. She couldn't be altogether "it" on a fashionable steamer and made herself conspicuous on a less pretentious one. Then there was the seasoned traveler, who had crossed so often that he long ago ceased to count and looked with scorn on any who happened to enthuse about their first trip; likewise the well-meaning nuisance, who never feels seasick and manifests a pitying interest in the victims, but the great majority were charming people, and our own congenial crowd regretted the end of the voyage and the parting of the ways.

John soon found three fellow smokers, who daily enjoyed a game of bridge with

their after-dinner cigar, and I several charming women, who were not averse to a bit of gossip, in which we indulged over our sewing. With shuffle-board and other deck games, reading and promenading the days passed like so many hours. If we had been guests on a private yacht we could not have had a jollier time or been more comfortable. The meals were excellent in every particular; dinners served in seven or eight courses, breakfasts and lunches equally bountiful, and in addition bouillon and sandwiches at 10.00 a. m. and lemonade or coffee and cake at 4.00 p. m. served on deck. The German steamers are famous for their good living.

Our day in the English Channel and approach to Bremerhaven were marred by rain, but Captain Prager and his officers were untiring in their efforts to give us a good time and on the last evening surprised us with a gala dinner and ball on the promenade deck, which had been decorated with flags and electric lights for the occasion.

The customs examination at Bremerhaven was superficial, the officers being most courteous, and an hour after stepping on German soil we were merrily speeding towards Bremen in the "Lloyd Special." Following Edith's advice in everything, we carefully planned our itinerary before leaving home, even deciding upon the hotels at which we would stop while abroad, and found that time and money are saved by following some predetermined plan. We constantly used Baedeker's guides, which are invaluable to those who would "do"



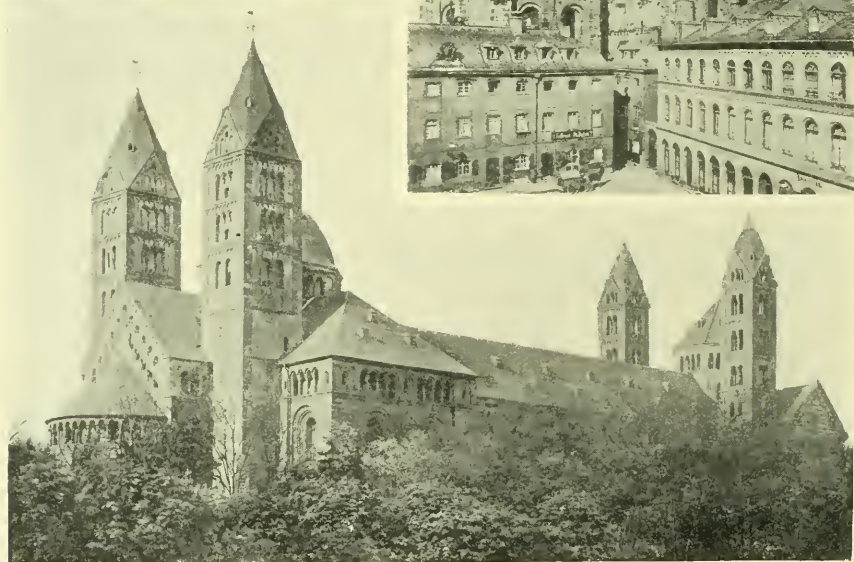
HEIDELBERG, FROM THE PHILOSOPHER'S WALK

Europe intelligently and are an interesting addition to any library after one's return home.

At Bremen we bought Circular or *Rundreise* tickets for our entire tour, thus not merely saving on the cost of transportation, but avoiding the trouble and inconvenience of getting tickets in the hurry of departure.

while I am especially attracted by Germany's art and musical centers; our itinerary bears out these inclinations.

The Rhine proved to be even more beautiful and more romantic than many glowing descriptions had led us to expect. As our steamer followed the windings of the river, wooded mountains dotted with



THE CATHEDRALS OF WORMS, MAYENCE AND SPEYER

We spent a delightful morning seeing the most important buildings, an afternoon listening to an excellent military band in the "Bürgerpark," and the following day left Bremen by express for a short stay in Cologne, with its glorious cathedral, the most superb gothic edifice in the world, and several ancient Romanesque churches.

I should state here that John has a hobby for cathedrals and medieval architecture,

ancient castles and ruins, precipitous cliffs and charming valleys, vineyards and ancient villages glided past us in an ever-changing panorama. The many picturesque towns, with the remains of their ramparts and numerous imposing churches, silently reminded us of the events which have taken place along the course of the famous river.

At Coblenz we stayed for a few days, making excursions into the valleys of the

Moselle and Lahn, then re-embarking in a slow boat, so as to more thoroughly enjoy the innate beauty and romance of the Rhine; spent another perfect day, stopping off at several interesting spots and continuing by the next steamer, and in the evening arrived at Wiesbaden, the famous watering place. Frankfort on the Main, with its art gallery and many imposing edifices, came next and then the superb old Romanesque cathedrals of Mayence, Worms and Speyer. At

our trip. I cannot begin to describe its beauties and will only say that we entered at Basel and left it at Constance, visiting Bern, Interlaken and the Bernese Oberland, the Lake of Geneva, Chamonix, Zermatt, thence via Simplon Railway to the Italian Lakes and by St. Gotthard to Fluelen, the Lake of Luzern, and Schaffhausen en route. Each day seemed more perfect than the preceding one. We had only one morning of rain and at each place regretted the



VIEWS OF DRESDEN

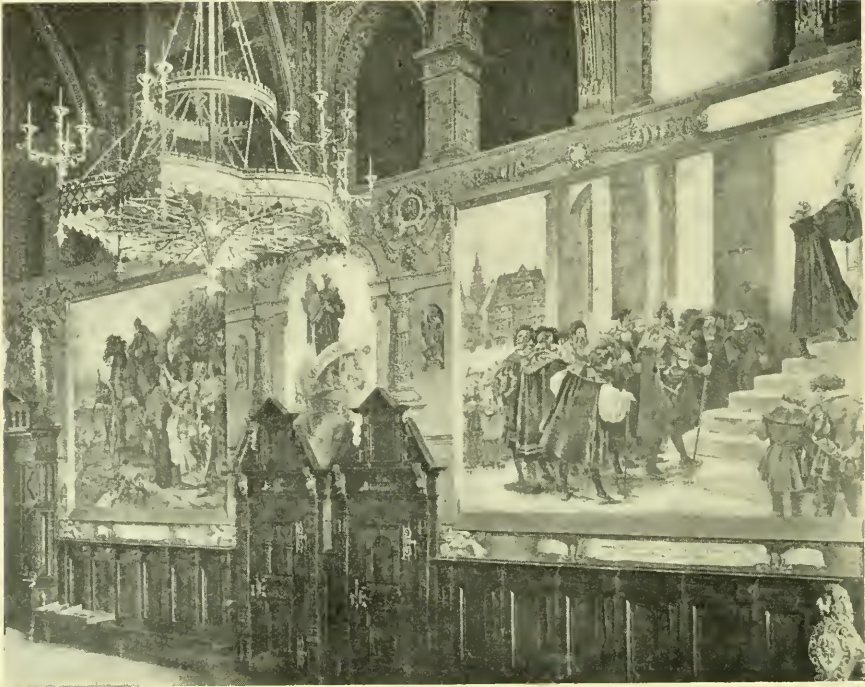
Heidelberg, one of the most beautifully situated towns in Europe, we got a glimpse of German student life and visited the ancient castle, a masterpiece of German renaissance architecture. We wanted to stay a week, but, having devoted an extra day to the Rhine, had to hurry on, for Strassburg's noble cathedral and its numerous ancient houses richly deserve a visit of at least one and a half days.

The two weeks in Switzerland are ever to be remembered as the most glorious of

necessary shortness of our stay. Four weeks should be devoted to the route we followed.

Four days in Munich, which richly deserved two weeks, simply flew. During the mornings we visited its famous galleries, among the finest in the world; drives to the park or the beautiful environs of the city occupied the afternoons, and the evenings were devoted to the celebrated "Hofbrauhaus" and the opera.

Nuremberg is more medieval in appearance than any other city of Germany. We



HILDESHEIM—BANQUET HALL IN THE "RATHAUS" (TOWN HALL)

fortunately saw it during full moon, when its ancient streets are even more romantic than when seen by daylight. Gazing from one of the old bridges over the Pegnitz, one feels transported into the Middle Ages and easily realizes the every-day life of the old German burghers.

We traveled to Dresden via Prague, so as to have at least a glimpse of the ancient capital of Bohemia, and at Bodenbach embarked on an Elbe steamer for a delightful trip through the heart of Saxon Switzerland. At Dresden we again reveled in art and music. Its magnificent buildings and rich collections are deservedly celebrated, while the picture gallery rivals those of Berlin and Paris as one of the most complete in the world. An inspection of the Albrechtsburg and Royal Porcelain Manufactory at Meissen, where we bought several pieces of Dresden china for friends at home, also proved interesting.

In arranging our itinerary we took care to leave Berlin until the end of our journey, so that our "feast" of art and music should culminate with that city's museums, which rank among the first in the world in importance and scientific arrangement, and its splendid dramatic and musical productions.

Our sojourn in Berlin was made doubly enjoyable by the presence of John's sister and her husband, a professor at Harvard, who was spending his sabbatical year in research work at Europe's famous libraries. Both have a bit of the "Old Nick" in their veins and together we "did" Berlin's famous variety shows and dance halls, wine-rooms and Bavarian beerhouses and the cabarets, that open at 2.00 in the morning. In these only champagne is served and select vaudeville furnishes amusement. The ten days allotted to Berlin were insufficient, but we managed to see many of its attractions and also visited Potsdam with its wood-girt lakes and numerous royal palaces.

En route to Bremen we stopped at Hildesheim, the "Nuremberg of Lower-Saxony," and thoroughly enjoyed a day in its ancient streets, seeing the "Rathaus" and several remarkably fine churches of the eleventh and twelfth centuries.

We had intended visiting the Harz Mountains from Hildesheim before embarking for America, but on the day preceding our departure from Berlin John received a cable stating that a new contract required his presence in Chicago at the earliest possible moment. By paying a difference in

the price of passage we were able to exchange our ticket from steamer "Neckar," on which we had originally booked to sail September 10th from Bremen for Baltimore, to the "Kaiser Wilhelm der Grosse," sailing September 5th for New York; this being one of the seven-day flyers of the North German Lloyd, we gained a week by the transfer.

The "Kaiser" is a floating palace and her speed was phenomenal to us who had crossed on a twelve-day boat. Twelve o'clock noon, the time of posting the daily run, always found us at the chart and we marveled at the ease with which our steamer reeled off nearly six hundred knots each day. We had heard so much about the vibration on express steamers that I rather dreaded the voyage, but the motion was hardly noticeable and I didn't miss a meal.

We enjoyed every day of the trip. It was especially interesting for me to watch several members of New York's "400," with their maids and valets, and nine famous singers, who were journeying to America for a season with the Metropolitan Opera. The *Ocean Gazette*, a daily paper published on board, with marconigrams of American and European happenings gleaned by the ship's wireless equipment, was a welcome diversion, but in spite of the luxuries, the splendid course dinners, the fashionable life and rapid crossing our love for the "Breslau" remained stanch.

Arriving in New York on the morning of September 12th we found we still had twenty-four hours left to play before reaching home on the 14th. So after passing the tedious examinations of the American customs officers, we had time for luncheon at the St. Regis and jumped into a taxicab for Twenty-third Street station, catching the

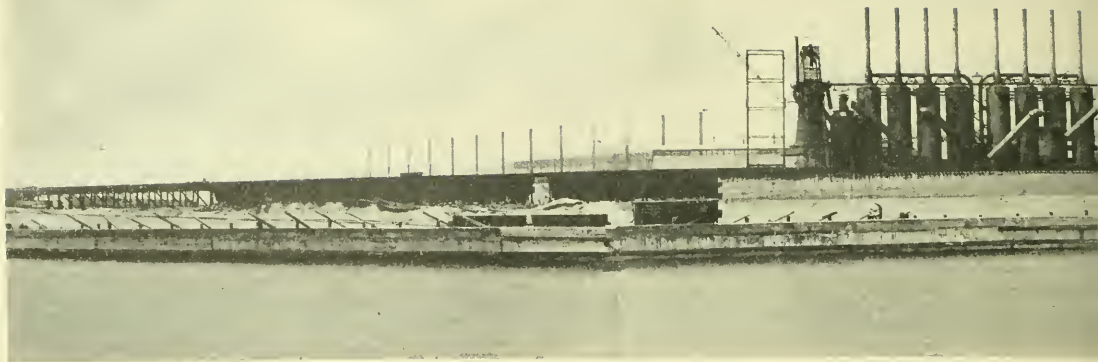
3.50 p. m. boat, which connects with the "Royal Limited" for Washington. We just had to spend the evening with our friends at the Capital to tell our experiences. We left Washington at 1.22 p. m. next day



A BUXOM BAVARIAN BAR-MAID

and made comparisons all afternoon of the Alleghany Mountain scenery with what we had seen in Switzerland, reaching Chicago on the dot at 9.45 a. m., richer in health and experience and not much poorer in pocket.





PANORAMA OF ORE SM

The Magic C



WENTY-SIX miles east of Chicago, on the southern shores of Lake Michigan, is Gary, Ind., the Magic City of modern times.

Three years ago this section of Northern Indiana was a barren waste of sand dunes, where the cold blasts in winter from across the lake, and the hot glare and choking dust of the land winds in summer, made animal and vegetable life practically impossible.

For years those who have passed this territory on Baltimore & Ohio trains have realized that at some future time human progress would overcome these physical discomforts and take advantage of the superior lake location for commercial purposes. It required nerve and money, and it was for the United States Steel Corporation, with its unlimited resources and master minds, to redeem this waste, and now a portion of the sand-mountains and pine barrens has been transformed into one of the most astonishing manufacturing cities of the commercial age.

It was only as far back as 1906 that the

great corporation secured nine miles of water frontage along Lake Michigan and started in with vim and vigor to build a new steel plant. In a little over two years after the ground was broken, this concern had spent \$40,000,000 before it was in position to turn out a single ounce of manufactured steel. In this period of time the town grew, not as a mushroom village with flimsy shacks and make-shift buildings, but a modern city with miles of well-paved streets, water supply, sewerage, newspaper, banks, hotels and street cars, with substantial buildings of brick and stone with heavy foundations. In 1908 the population had reached approximately 12,000. There were about 5,000 men at labor in the construction work of the great steel works, while others were employed in building up the town. Nowhere in the United States, or any other country, can be found a duplicate of the town of Gary. In the face of depressed commercial conditions of the past two years, this achievement was nothing short of miraculous. Its convenience to the great ore beds of Michigan, Wisconsin and Minnesota and to the vast coal deposits of



SLIP AT GARY, IND.

f Gary, Ind.

Illinois, Indiana, Ohio and West Virginia, by means of its splendid transportation facilities, both by water and by rail; its possibilities for a great inland harbor, and its nearness to Chicago were considered in the making of Gary.

The mills at Gary, when finished, will make the largest iron and steel manufacturing plant ever built. Nearly 7,000 acres will be required on which to complete the entire industrial plant and furnish locations for its allied industries, which will have their main central plants at Gary.

The investment in land alone for this enterprise is claimed to be the largest in the history of the industrial development in the world. The first of the series of mills, covering close onto 1,000 acres of ground, is almost completed. In addition to this, there will be located here the main central plant of each of the subsidiary companies controlled by the United States Steel Corporation, namely: The American Bridge Company, The American Tin Plate Company, The American Steel & Wire Company and the American Car & Foundry Company.

The harbor at Gary, Ind., was opened on July 23, 1908, and the first steamer, the "Elbert H. Gary," named after the chairman of the board of directors of the steel corporation, loaded with 12,000 tons of iron ore, arrived at her dock, amid enthusiastic shouts of residents and visitors.

"The United States Steel Company," says the *Chicago Tribune*, "found by the report of its mathematicians that there was a point where the transportation cost of fuel and machinery met that of raw material, and where this common point was adjusted to freight rates on the finished product. This place seemed to be somewhere on the southern coast of Lake Michigan, where there was water carriage for the bulky ore, easy access to coal and coke, and a natural distribution for the product.

"Chicago was barred because of the prohibitive cost of the land for the plant. On the southern shore of Lake Michigan, where the northeast wind for centuries had piled up the sand back to the swamps and out into the lake, and where the old river which used to empty Lake Michigan into the Mississippi had almost been forgotten, a place was found

where land was cheap, where every great trunk line could be tapped, and where water transportation from the Lake Superior iron mines was at hand.

"Gary was therefore conceived, and the vast plant formulated. It involves eventually an expenditure of \$100,000,000 in lands, buildings and machinery. The result will be a steel plant with the greatest producing power in the world.

"The vast Krupp works in Germany, which have been building for a generation

on which there is a trolley line running, between vitrified brick pavements.

"There are substantial banks and hotels, a rich variety of merchandise shops, and full preparation for a city of 50,000 people, which the inhabitants think certain in the next five years. There is every outward evidence of civic prosperity.

"When the plans of the steel trust are finally accomplished there will be a permanent working force of 15,000 men. This is entirely in addition to the men to be put



A RESIDENCE SECTION OF GARY, IND.

or two, may excel in size, but Gary will lead the world in its product, owing to modern methods and the introduction of latest machinery developed by American genius.

"The steel corporation has wisely avoided all appearance of paternalism. The Pullman experiment has not been repeated. Gary is an independent municipality in every sense of the term. Land was acquired from the trust, but except as to certain limitations regarding immediate building, it is free to any man who has the price of purchase.

"It has a main street, many miles long,

at work in subsidiary concerns, like the American Bridge Company, which is already preparing to locate here.

"With their families and the city force necessary to minister to their daily wants, a population of over 40,000 is clearly indicated when Gary is going at full blast. This has resulted in the building up of a city, not as a corporation enterprise, but as the necessary means of housing so many men.

"A construction force equally as large as that at present will be required for the next two to five years. Meanwhile one unit



A BUSINESS SECTION OF GARY, IND.

after another of the mills will be put in operation, some of them beginning this winter, so that Gary will have a working force of 10,000 men long before it can provide them with cheap homes enough for their daily habitation.

“There remains to be built the new railway station of the Baltimore & Ohio Railroad, for which plans have already been made, and whose line was rebuilt through this section to best accommodate the interests of this important lake city.”





FORT M'HENRY

Francis Scott Key

By HENRY QUARLES NICHOLSON

When war's alarm rent the air, and foes assailed thy shore,
Thy patriot breast was stirred to know if still the flagstaff bore,
O'er Fort M'Henry, where at dusk the Stars and Stripes did wave—
If still thy nation's emblem floated proudly o'er the brave.

From dusk till dawn thou anxious stood, amid the deaf'ning boom
Of bursting bombs, that lurid shed their glare o'er midnight gloom,
When from the Lazaretto and Fort Covington there sped
The canister and grape, that left their sick'ning trail of dead.

Advancing day scarce swept away the shadows of the night,
When o'er the ramparts of the forts, to thee, O, glorious sight!
Thy country's flag still waved aloft, unscathed by shell or shot,
And rapt'rous joy drove doubt and fear from out thy trembling heart.

As well attempt to change the course of yon effulgent sun,
Or check Vesuvius' molten streams of lava as they run,
As quench the fire within thy breast, that blazed in glorious lay,
When day's dawn saw the sullen foe, defeated, sail away.

Ne'er shadow followed closer than thy agony that night,
With hope and doubt alternate, waiting for the coming light;
Then poet's ardor, patriot's zeal, combined to weave along
Poesy's warp and patriot's woof a nation's martial song.

No Hall of Fame need record bear, nor marble shaft attest
A nation's veneration, for in every patriot breast
Is enshrined a reverence for the bard who to his country gave:
"The Star-Spangled Banner, O, Long May It Wave!"

“Unto the Least of These”

A Far-Off Echo From the Fleet

From Washington “Star”



IN its cruise around the world the Atlantic fleet, at the suggestion of Governor Frear of Honolulu, passed near the island of Molokai, in order that the lepers on that island might have the pleasure of witnessing the spectacle of the big warships steaming past their isolated home. That the visit was appreciated by the inhabitants of the leper settlement is shown by a letter sent by Joseph Dutton, a resident of Molokai, to Governor Frear at Honolulu and by him transmitted to the Navy Department.

“That splendid fleet of United States battleships,” Mr. Dutton wrote, “coming from San Francisco to Honolulu, turned from the big road, and came down the lane—passing in parade through our front yard along the full extent of the Molokai leper settlement, under the towering rear wall, over 2,000 feet high. Precisely on time and in exact order, with grave and serious movement, not like the cute little steamer that clicks its heels and scatters the dust, but like a powerful warrior in battle array—came the sixteen, this ‘around the world’ patrol that Mr. Roosevelt is sending in the name of Uncle Sam. These sixteen battleships that have the full confidence of America came down the lane with a friendly nod and passed on—so dignified and beautiful this early July morning. The weather was favorable, everything was, for this wonderful visit; this visit so exceedingly wonderful as to make the blood tingle and the heart grow warm. It helps to bring our inherent patriotism to the surface. It makes us love our whole navy—every officer, every sailor. It makes us salute Uncle Sam very affectionately. It makes us better Americans. It is an object lesson to all—Americans or otherwise.

“And may God bless everyone who has even a little to do with bringing about this great pleasure.

“In all this I am speaking for the people of the leper settlement. Mr. Waiamon, representing the board of health in the absence of Mr. McVeigh, has asked me to extend thanks to all concerned in the name of everyone here, of all in the leper asylum, a place having in it some suffering, it cannot be denied, but it is the home of sensible and contented people, whose lot has become, after many years of labor and improvement, a condition not so very difficult to bear, having patience as head nurse. A people also becoming better acquainted with our Uncle Sam and better satisfied to be Americans.

“Thus do I express the most hearty thanks. Personally it is a gratitude almost beyond expression. Am thinking to myself: ‘Did ever one deserve so little and get so much?’

“There has been everywhere in the settlement, so far as I have any knowledge, the greatest possible praise. If anything is lacking it is a new dictionary to supply words for this.

“Our abode has been called ‘Molokai the Blest’; it has surely been so this day.

“And the artistic temperament is not the least among the things benefited. Such a conjuncture of wonders, both of the creation, as seen in nature’s boundless museum, and in the works that man has brought to such perfection, could hardly anywhere in the world have more impressive exposition than in the unique grandeur of the mountains of Molokai and the silent stately movement of that column of sixteen noble battleships as they came in such precise formation down the lane to the leper settlement.”

The South Branch Valley

By ESTHER WIRGMAN

Oh, lovely valley, green and fair,
When azure skies above are gleaming;
Ridge over ridge in crystal air,
The very steps to heaven seeming.

The stranger, be he sage or fool,
Thy beauty then would love instill;
While cattle graze in meadows cool,
And orchards bloom on every hill.

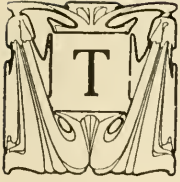
But when the year's sun seems to set,
Most beautiful thou art to me—
Scarlet and gold thy coronet;
Frosty thy glorious air and free.

Oh, valley, rich in ancient story,
With Indian relic, mound and chart;
Legions of wars and trophies hoary,
Of the country's past and thy brave part.

The narrow stream, thy child and jewel,
Fed from thy life, of thee a part,
Thy silver link to yonder citadel,
Where throbs this mighty nation's heart.

The Historic Sword of Paul Jones

By CHARLES A. SIDMAN



HERE have been many notable swords in the world, and many of them in the history of the United States, but perhaps one of the best known, or possibly least known, is that of John Paul Jones, one of the greatest naval officers of the United States navy.

This sword, which now rests in the library of the Navy Department at Washington, has had the tradition of having never been in the possession of anyone but an officer of the navy. It is related that Jones wanted his sword to be given to the senior officer of the navy, but this fact has never been established. Whatever the request of Jones may have been, the fact remains that it is still in the possession of a naval officer at this date.

It is believed that the weapon originally was given to Jones by the family in North Carolina of the name of Jones at the time he changed his name from Paul to Jones.

It is longer than a cutlass, and is of the style commonly termed a gentleman's sword, in vogue in the seventeenth and eighteenth centuries. It is thirty inches long, beautiful in design, very strong and highly tempered. The qualities as to shape and temper are very remarkable. The hilt is of white brass, with the portion technically known as the basket broken away. The tang is wide and strong, and the grip piece of the handle is of wood covered with twisted copper wire.

From the number of scars which appear on the edge of the blade, it would indicate that Jones frequently engaged in hand-to-hand fights.

It was while Jones was in France that Louis XVI presented him with a sword which deserves mention.

This blade is a four-sided, double-edged rapier of the finest steel, $33\frac{1}{2}$ inches long, tapering to a point, and is blued for eleven inches from the hilt. There are inlaid gold figures on it, representing the sun, trophies, and the French royal arms of three fleurs-de-lis, surmounted by a crown. The motto "Vive le Roy" is engraved on both sides.

The hilt is of gold, richly chased with figures and floral decorations. The pommel is made up of two designs, the figure of Neptune with his trident in high relief, and the three fleurs-de-lis. The grip is ornamented on the obverse with figures of Hercules and Mars in medallions, festoons and ribbons held in the mouth of a mythological animal and a standard of flags; the reverse side shows three fleurs-de-lis, Roman soldier, trophies, and a Greek soldier.

The upper surface of the guard plate is ornamented on both sides; on one, in a medallion, is the figure of Minerva standing, also a rising sun; on the other is Mars. The lower surface of the plate has a similar medallion of Minerva and fleur-de-lis. The pas d'ane and finger guard are beautifully chased with floral designs and terminate in dolphin heads.

The scabbard is made of black leather, mounted with gold trimmings, and has engraved thereon figures of arms and trophies of the chase.

The following inscription is inlaid in gold just below the guard plate:

*Vindicti Maris
Ludovicus XVI
Remunerator
Strenuo Vindici.*

which translated means: "Louis the 16th, as a reward to the strenuous avenger of the freed seas."



"Rest Houses" on the Baltimore & Ohio Railroad



HERE used to be pretty strong excuse for tired-out engineers, firemen and trainmen on our steam railroads taking a drop too much of liquor at times," said Mr. H. B. Miller, who commenced life as a railroad employe and is now a well-known commercial man of Cincinnati.

"I ran an engine myself in my young days and know just how broken up physically a man felt after reaching the end of his division, at the conclusion of a hard run, maybe, on some bitter cold night, when it was a constant fight with the elements to get his train over steep mountain grades. Now then, in the old times, of which I speak, there was no provision for the comfort of the men at the end of their route. They had to walk probably a dozen blocks to reach some cheap and poorly furnished lodgings, where they tumbled into a rickety and not over-clean bed. Knowing the want of comfort at his boarding place, it is no

wonder that the railroader would stop at a saloon en route and brace his fatigued body with a drink of whisky. This would not only mean the loss of money, but of time that should have been spent in refreshing sleep.

"Thank goodness, this old order has been done away with to a great extent on many of our big systems. On the Baltimore & Ohio they have established what are styled 'rest houses,' and they amply deserve the name. These houses are usually right at the station and they are equipped with a special view to sanitation and comfort. A grimy engineer can have his hot bath in ten minutes after he leaves his machine, and then tumble into a neat, excellent bed in a room as good as most hotels boast. Under such conditions he doesn't have the craving for liquor, but is content to get rid of dirt and take his natural rest. For this benefaction he pays the purely nominal sum of 10 cents and he goes on his way rejoicing with a clean and invigorated body and cheerful disposition."





Stub Ends of Thought

By ARTHUR G. LEWIS.



ENMITY stands sponsor at the baptism of friendship.

THERE is only one love and that one knows no self.

IT is only after we have lost all faith in all things that hope dies.

WHEN dogs bark, the answering call comes only from another of their kind.

THE most venomous of all lies are those breathed from lips we have kissed.

THERE are kind ways of doing unkind things, and merciful paths on the way of justice.

NATURE demands full toll to-morrow for every step we take to-day on her prohibited paths.

LITTLE matters of neglect are the infant conditions of large questions of loss and expense.

THE greatest and best incentive to noble action is laid before the shrine of unselfish devotion.

ADVERSE and unjust criticism is frequently only a lie that one fool creates and all fools believe.

THE great concentrated forces of thought and action can only reach their real value when combined.

ANY sentiment-cursed fool can make a good resolution, but it takes a man to pay his notes of indiscretion without protest.

THE world regards weakness as a crime, yet self-made strength is seldom considered more than an incident of fate.

Yours, As in Other Days

By ARTHUR G. LEWIS

Yours, as in other days, now and forevermore,
Before the clouds of doubt and fear appeared;
Yours, as in other days, now and forevermore,
In memory's sacred, happier, brighter years;
Before the springtime bud of hope had blown
And broke its petals on the path of faith;
Before our full, sweet flower of love was known
And resignation taught us how to hope and wait.

Yours, as in other days, now and forevermore,
Before the glorious summer of thy devotion
Had turned my heart towards the dawn again,
Where, on the horizon of Fate's relentless ocean,
I, with you, read the writing of despair and pain—
God's verdict and the world's, upon the wall;
Yet stand we with outstretched hands beside the shore.
Yours, as in other days, now and forevermore.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.
EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 22, 1908.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON, NEW UNION STA	7.00	9.00	9.00	11.00	1.00	3.00	5.00	9.00	12.15	2.52
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	10.00	1.16	3.48
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	10.05	1.25	3.51
Ar. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	6.50	8.19	12.40	3.50	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.52	6.22	8.32
Ar. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 22, 1908.									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
Lv. NEW YORK, 23D STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50
Lv. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27
Ar. WASHINGTON, NEW UNION STA	7.50	11.45	1.15	3.50	6.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 22, 1908.									
WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	
Lv. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	-----	NOTE.
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	-----	
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	-----	
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	-----	
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM	-----	
Lv. WASHINGTON, NEW UNION STA	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	-----	
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----	
Ar. PITTSBURG	-----	-----	6.45 AM	-----	9.42 PM	6.25 PM	8.50 AM	Lv. 5.25 PM	
Ar. CLEVELAND	-----	-----	12.00 NN	-----	-----	-----	-----	-----	
Ar. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	9.00 PM	-----	Lv. 5.15 PM	
Ar. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	9.25 PM	
Ar. CHICAGO	-----	5.15 PM	-----	-----	9.45 AM	-----	-----	7.30 AM	
Ar. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	1.45 AM	-----	-----	
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	6.35 AM	-----	-----	
Ar. LOUISVILLE	11.50 AM	-----	-----	9.35 PM	-----	7.20 AM	-----	-----	
Ar. ST. LOUIS	5.50 PM	-----	-----	7.40 AM	-----	1.40 PM	-----	-----	
Ar. OHATTANOOGA	7.30 PM	-----	-----	6.40 AM	-----	-----	-----	-----	
Ar. MEMPHIS	11.25 PM	-----	-----	8.35 AM	-----	-----	-----	-----	
Ar. NEW ORLEANS	10.55 AM	-----	-----	8.15 PM	-----	-----	-----	-----	

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 22, 1908.							
EASTWARD							
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY
Lv. CHICAGO	-----	-----	5.00 PM	10.40 AM	-----	-----	8.30 PM
Lv. COLUMBUS	-----	-----	-----	7.00 PM	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.25 AM	-----	-----	10.50 AM
Lv. CLEVELAND	-----	-----	7.30 PM	-----	3.00 PM	-----	-----
Lv. PITTSBURG	-----	-----	8.00 AM	-----	10.00 PM	-----	-----
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	-----	-----	-----	* 6.00 PM	1.15 PM
Lv. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	9.20 AM	-----
Lv. INDIANAPOLIS	3.00 PM	* 8.05 AM	-----	-----	-----	2.30 PM	-----
Lv. CINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	4.12 AM	-----
Lv. NEW ORLEANS	-----	9.15 AM	-----	-----	-----	8.00 AM	-----
Lv. MEMPHIS	-----	8.35 PM	-----	-----	-----	7.10 PM	-----
Lv. OHATTANOOGA	4.45 AM	11.35 PM	-----	-----	-----	6.35 AM	-----
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----
Ar. WASHINGTON, NEW UNION STA	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM
Ar. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM

Pullman Sleepers from all points. *Daily. †Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

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No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

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No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va. daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

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No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

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No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

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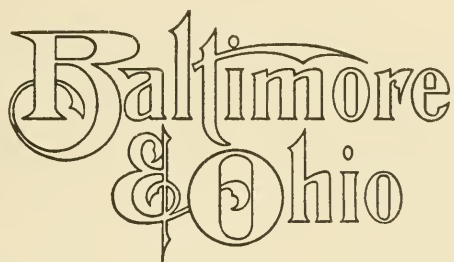
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Lv PITTSBURG, B. & O.....	9.40 pm
Ar WASHINGTON (New Union Station)..	6.40 am
Lv WASHINGTON, R. F. & P.....	8.15 am
Ar RICHMOND, Byrd St.....	12.35 nn

Lv RICHMOND, R. F. & P., Byrd St...	8.20 pm
Ar WASHINGTON (New Union Station)..	11.50 pm
Lv WASHINGTON, B. & O.....	12.30 am
Ar PITTSBURG	8.50 am

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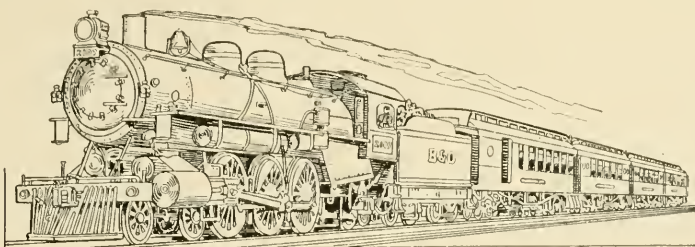
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"Royal Limited"

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S C H E D U L E S

NORTHBOUND.

Lv. Washington	3.00 pm
New Union Station.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station.	

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Ohio

R.R.

EAST AND WEST



CALENDAR - 1909

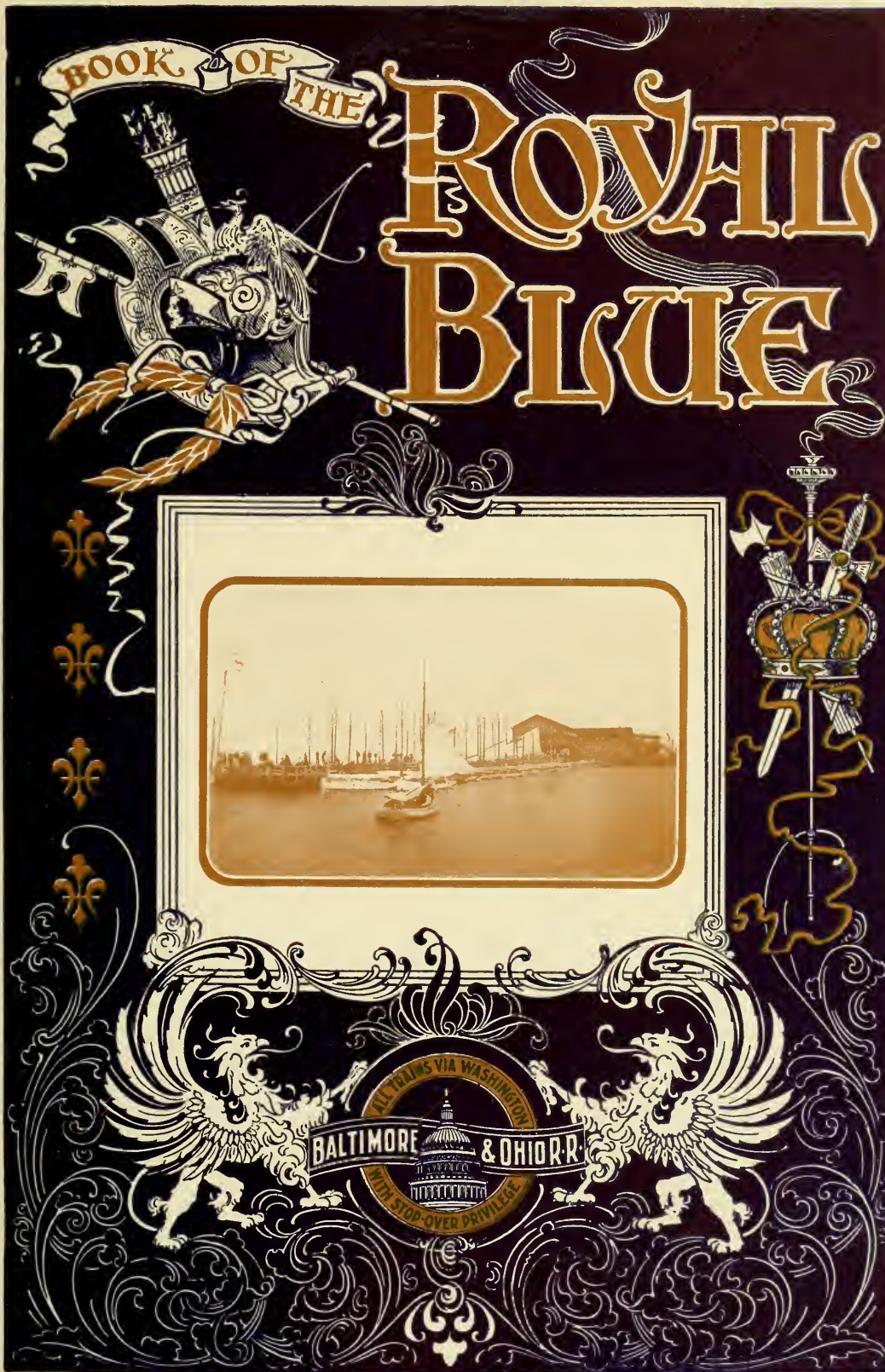


JANUARY							FEBRUARY							MARCH							APRIL						
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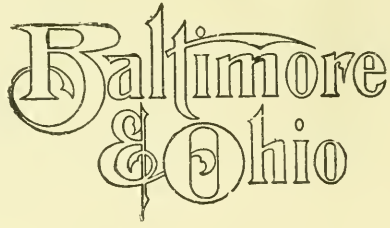
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Cincinnati, O.—North American Gymnastic Union—National Gymnastic Festival—June 19th to 27th.

Denver, Colo.—General Assembly Presbyterian Church in U. S. A., May 20th to June 1st.
National Educational Association, July 5th to 9th.

Harrisonburg, Va.—Church of Brethren, May 26th to June 3d.

Louisville, Ky.—Ancient Arabic Order of the Mystic Shrine, Imperial Council, June 8th to 10th.
Southern Baptist Convention, May 12th to 19th.

Los Angeles, Cal.—Grand Lodge B. P. O. E., July 11th to 17th.

St. Paul, Minn.—United Society of Christian Endeavor, International Convention, July 7th to 12th.

Salt Lake City, Utah—G. A. R. National Encampment, August 9th to 14th.

Seattle, Wash.—Alaska - Yukon - Pacific Exposition, June 1st to October 16th.
Woman's Suffrage National Association, July 1st to 7th.
Epworth League International Convention, July 7th to 12th.
Sovereign Grand Lodge, I. O. O. F., September 20th to 25th.

Spokane, Wash.—National Irrigation Congress, August 9th to 14th.

For full information as to rates, etc., apply at ticket offices

Baltimore & Ohio Railroad Co.

BOOK OF THE ROYAL BLUE

APRIL, 1909

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A VIEW OF "THE GLADES" FROM MOUNTAIN LAKE PARK, MARYLAND

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National Conventions of 1909



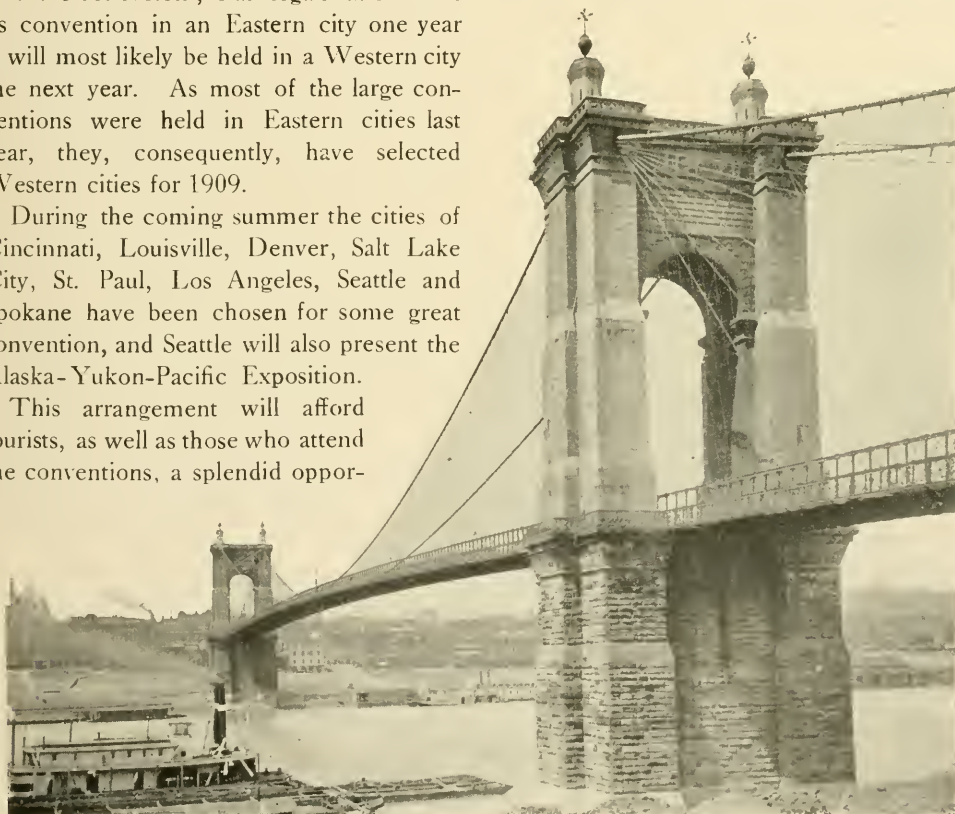
THE summer season is selected for the great national conventions held every year by the various secular, religious and educational societies, as it affords an opportunity for the greatest attendance; and it is the custom, if an organization holds its convention in an Eastern city one year it will most likely be held in a Western city the next year. As most of the large conventions were held in Eastern cities last year, they, consequently, have selected Western cities for 1909.

During the coming summer the cities of Cincinnati, Louisville, Denver, Salt Lake City, St. Paul, Los Angeles, Seattle and Spokane have been chosen for some great convention, and Seattle will also present the Alaska-Yukon-Pacific Exposition.

This arrangement will afford tourists, as well as those who attend the conventions, a splendid oppor-

tunity to visit nearly every portion of the West at low excursion rates.

In the month of June the North American Gymnastic Union will give a National Gymnastic Festival at Cincinnati. The "Queen City of the West," whose population is greatly German, will welcome this



SUSPENSION BRIDGE, CINCINNATI



MAIN STREET, LOOKING WEST FROM FOURTH STREET, LOUISVILLE

convention with the generous hospitality for which it is far famed.

Many pleasure resorts on the surrounding hills and the Ohio River make it a delightful city to visit in the early summer months.

Louisville will entertain the Imperial Council Ancient Arabic Order of the Mystic Shrine, on June 8th, and will also have the Southern Baptist Convention early in the month of May.

Louisville, like Cincinnati, on the Ohio River, is central to all portions of the United States, and its Southern hospitality

has made it popular as a convention city. It has a population of 270,000 and is the second largest and most important city south of the Mason and Dixon line.

Denver, Colo., claims the General Assembly of the Presbyterian Church in May and the National Educational Association in July. The National Educational Association is one of the largest and most important of the annual conventions, and is composed of the teachers and educators of the nation. In the selection of Denver an opportunity is afforded for a most delightful vacation trip,



COLORADO SPRINGS



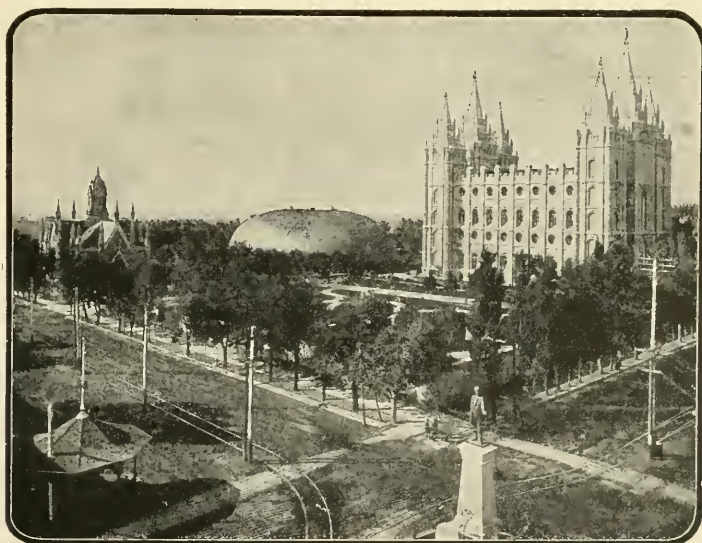
DENVER, COLO

and there are many side trips of unusual interest that can be made during the convention. En route to or from Denver, either from Chicago or St. Louis, visits can be made to Manitou Springs, the Garden of the Gods and Colorado Springs.

Denver is the capital of Colorado and the metropolis of the Middle West, situated at the base of a snowy range of the Rocky Mountains at an altitude of one mile above the sea-level. It has a population of 150,000 and is known as the "Queen City of the Plains." Like all other large tourist cities it has ample provision for visitors to make "Seeing Trips" around the city. Side

trips can be made over the famous Georgetown Loop to Silver Plume, 10,000 feet above sea-level.

Salt Lake City, Utah, will have the Grand Army of the Republic in August and many will take advantage of this tour, to include Denver, and also visit the Royal Gorge, Grand Canyon of the Arkansas, Glenwood Springs, Tennessee Pass, Eagle River Canyon, the Mount of the Holy Cross and the Canyon of the Grand River. Salt Lake City lies at an elevation of 4,228 feet above the sea-level and has a population of 65,000. The principal points of interest are the Mormon Temple, which, with one



TEMPLE SQUARE, SALT LAKE CITY

exception, is the most costly religious temple in the country. The great Mormon Tabernacle, which seats 13,500 persons, is one of the wonderful buildings of the world. The great Salt Lake, that mysterious inland sea, has an area of 25,000 square miles, its elevation being higher than the Allegheny Mountains. It has an average depth of sixty feet and its water is about six times as salt as that of the ocean; fresh water empties into it from four rivers, without any apparent rising of its surface or diminishing of its saltiness.

Los Angeles, Cal., will have the Grand Lodge, Benevolent and Protective Order of Elks, in July, and this far-distant city makes it possible for tourists to take in



SALT LAKE CITY—D. & R. G.

July. This is one of the most remarkable cities in America and the visitor will at once be struck with the beautiful and substantial character of its buildings. It is the capital of Minnesota and has a population of 210,000. It is a twin city with Minneapolis, on the opposite side of the Mississippi River, which has a population of 275,000.

At Seattle, Wash., will be held the great Alaska-Yukon-Pacific Exposition from June 1st to October 16th. It bids fair to be a most instructive exposition, portraying the growth of the far Northwest. Besides the exposition, the Woman's Suffrage National Association will hold its convention on July 1st to 7th; the Epworth League International Convention will be held July 7th to 12th and the Sovereign Grand Lodge, I. O. O. F., will be held September 20th to 25th.

At Spokane, Wash., the National Irrigation Congress will be held August 9th to 14th.

all of the four mentioned cities with their many attractions, and see a great deal more of the magnificent Sierra Nevada Mountains.

Los Angeles is the metropolis of Southern California, having a population of 261,000; it has many beautiful residences, which line the shady streets. Those who visit Los Angeles have an opportunity to experience the glorious climate of California, visit the old missions and take in the many side trips to Pasadena and Mount Lowe. Those who go to Los Angeles can arrange their itinerary to cover almost any point of interest which appeals to them.

St. Paul, Minn., will entertain the United Society of Christian Endeavor in



CANYON OF THE GRAND RIVER—D. & R. G.



GATEWAY TO GARDEN OF THE GODS



PHENIX PALMS, LOS ANGELES, CAL. — SO. PAC.



SAN GABRIEL MISSION, CAL. — SO. PAC.



SANTA BARBARA, CAL. — SO. PAC.



SEATTLE, WASH.—N. P. RY.



TACOMA, WASH.—N. P. RY.



SPOKANE RIVER AND FALLS—N. P. RY.

The Quest for Summer Rest and Recreation



ALLEGHANY MOUNTAINS, ever beautiful and healthful, afford numerous recreation spots on their summits and in their valleys. They are all within easy reach of the Baltimore & Ohio Railroad, and many of them are situated on its main line.

The Alleghany plateau, better known as the "Glades," extends for many miles, with an altitude of about 2,500 feet above the sea-level. Here are located the society, educational and family resorts of Deer Park, Mountain Lake Park and Oakland, Maryland, within a few miles of each other and all connected by well-kept mountain roads traversing the most charmingly picturesque scenery to be found anywhere.

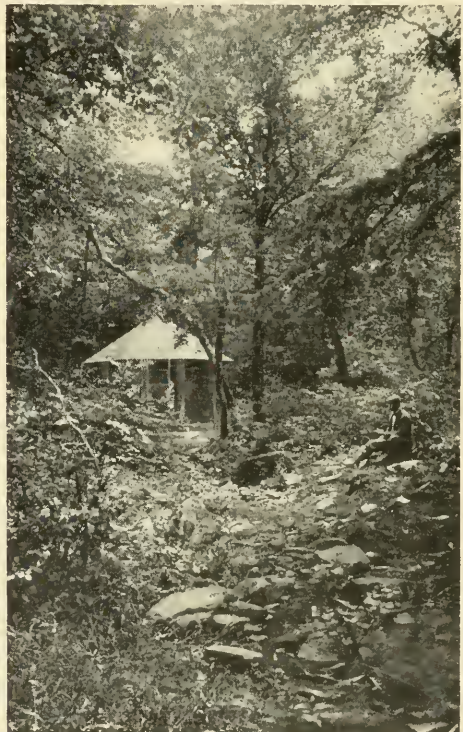
Deer Park Hotel has long been famous. Standing in the center of an attractive reservation of 500 acres, the hotel and cottages present a most artistic picture. The utmost

good taste has been shown in the preservation of the forests, in removing just enough trees to enhance the beauty of the grounds. Rising above the surrounding oaks, beeches, maples, etc., the roof line of the main hotel reveals itself above a verdant background of dense foliage. To the right and left of the spacious center building the eastern and western annexes extend in a pleasing architectural manner. Either one of these buildings would form a large hotel, but virtually they are one structure, being connected by covered passage-ways along the first and second floors. The splendid buildings, with big, airy rooms and immense verandas, are on top of a knoll, with the beautiful lawn sloping gently to the railway station.

The hotel is supplied with every modern appliance for the convenience of its guests. Nothing is omitted which is necessary to the taste of the most fastidious person, notwithstanding its isolation on the top of a



STATELY FORESTS



THE SPRING



TENNIS, DEER PARK

mountain. It is a city in itself, provided with its own gas and electric plants and water system. The sewerage and sanitary arrangements are thorough.

There are many people who desire to leave their city homes and visit resorts, but are not desirous of living at a hotel. For these persons there are delightful private cottages in the immediate vicinity of the hotel, which are fully equipped and beautifully furnished for housekeeping, if so desired; but should the occupants wish, they can arrange for their meals at the hotel.

Not far from the hotel is the "Boiling Spring," from which the most delightful crystal-clear water flows in superabundance. It has a daily flow of 150,000 gallons of purest table water. Deer Park water as a table water has no equal, and is by analysis perfectly pure. The water is highly recommended by leading physicians for its purity,

and it is used on the dining cars of the Baltimore & Ohio Railroad.

Two large swimming-pools afford visitors to Deer Park all the pleasures of bathing as at a watering place. The temperature of the water is regulated by a complete system of heating. Turkish baths are connected with the swimming-pools. A supplementary amusement building or casino is provided with billiard and pool tables and bowling alleys.

The "Glades" furnish delightful drives and bridle pathsthrough the mountain forests, and consequently a suitable livery establishment is one of the features of Deer Park. Vehicles of all kinds can be furnished, from a dog-cart to a tally-ho, and good horses are available for either driving or riding. Accommodations are provided for automobiles, horses and vehicles brought by guests to the park. There are excellent



GOLF, DEER PARK



MOUNTAIN LAKE PARK, MARYLAND.

roads for motoring, tennis courts, ball grounds and a most picturesque golf course. The morning band concerts and evening hops at the hotel are not overlooked.

Notwithstanding Deer Park has its own individual attractions, it is favored with the very best transportation facilities, the lack of which is so often a detriment to a summer resort. It is situated on the main line of the Baltimore & Ohio Railroad, and is only eleven hours' ride from Cincinnati or New York; eight and one-half hours from Philadelphia; six and one-quarter hours from Baltimore; five and one-quarter hours from Washington; six hours from Pittsburg; eight and three-quarter hours from Columbus; twenty-one hours from St. Louis, and eighteen and three-quarter hours from Chicago. From each of these cities through Pullman sleeping cars land passengers at the hotel. The day trains have drawing-room parlor cars and dining-cars.

Mountain Lake Park, Maryland, was established in 1881 and is the annual meeting place of the Mountain Chautauqua and has become a most popular educational convention center. During the summer months its hotels and private boarding-houses are filled with visitors.

Mountain Lake Park is situated in the "Glades," 2,800 feet above the sea, and being on the top of the mountain, it enjoys the freedom of the mountain breezes and sunshine. The grounds have been carefully laid out in walks, streets and drives. The

roads through the park are kept in excellent order, as driving and automobiling are recognized as most pleasant recreations. A lake covering forty acres, well stocked with row boats and launches, enables visitors to pass many a delightful hour.

No intoxicating liquors are allowed to be sold, bought or used on the grounds, and the sanctity of the sabbath is so maintained that the Mountain Lake Park Sunday is synonymous with all that is desirable in the day's observance.

Many thousands of dollars have been invested in the improvements at the park, including about 250 cottages, and one of the largest auditoriums in the world, seating 4,500 people, without a pillar or post to interfere with the vision of the audience.

Mountain Lake Park is on the main line of the Baltimore & Ohio Railroad and on week days only all through trains stop to receive and discharge passengers from the East and West.

Oakland is situated three miles west of Mountain Lake Park and has an all-the-year population of about 1,500 people, while during the summer season the beautiful Oakland Hotel and the many artistic private cottages are filled with visitors from many distant cities, notably Washington, Baltimore and Cincinnati.

The main line of the Baltimore & Ohio Railroad passes through Oakland, and during the summer season it is a regular stop for all through trains east and west.



OAKLAND HOTEL

Aside from the many attractions in the vicinity of Oakland, picturesque mountain drives lead to the other nearby resorts of Brookside, Eglon and Aurora, in West Virginia, none of which is more than ten miles distant.

Eglon, W. Va., is reached by a beautiful ten-mile mountain drive from Oakland, and becomes more popular each year with the lovers of natural scenery and invigorating mountain air.

A delightful scenic drive of twelve miles from either Oakland or Deer Park leads up to the little mountain resort of Aurora, which is especially attractive to many, owing to the

absence of the conventional formalities which usually prevail at such places. Aurora's two hotels and many cottages are well patronized by those seeking relief from the hustle and bustle of the large cities and who desire to build up their health with pure mountain air.

A mountain resort that is rapidly growing in popularity is Brookside, W. Va., also located near Oakland. Possessing many natural advantages, the success of Brookside may be attributed more directly to the care of its management and the feeling that one has

here that he is a member of a huge house party.

The Inn and cottages are situated on a plateau 3,000 feet above tide-water, commanding a view second to none in the United States. No resort can boast of more healthful location, purer water, better or more abundant food—supplies its own meats, poultry and dairy products.

Ten miles west of Oakland, across the West Virginia line, is Terra Alta, a delightful mountain resort of modest proportions. The town lies on the highest mountain peak west of the "Glades," at an elevation of 2,600 feet. For a lover of nature in its



BROOKSIDE INN AND COTTAGES

unadulterated form, Terra Alta is ideal; its name, meaning "high earth," is appropriate, for at this point the Alleghanies drop abruptly to the west, affording magnificent unobstructed views of various mountain ranges.

Being the highest point on the edge of the mountain, the delightful summer breezes from the west, and the cool, rarefied air, are ever refreshing. There are no mosquitoes, and malaria is not known.

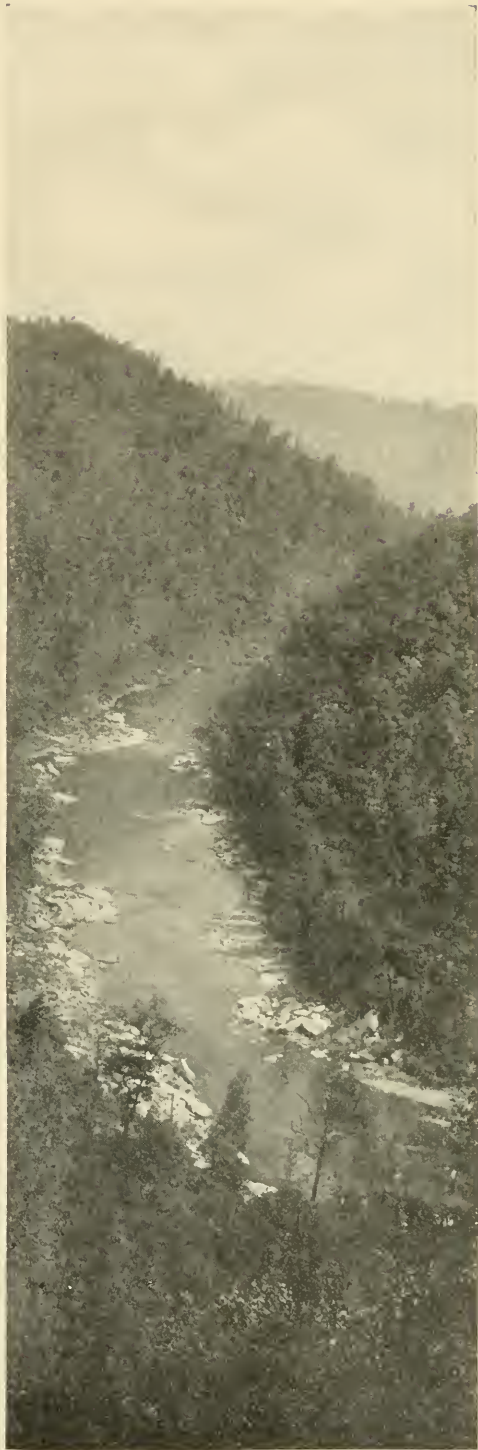
Terra Alta is the logical center of a wide mountain resort community; it is but a two-hour drive to Aurora and three to Gregg's Knob, a peak 3,000 feet high. The many mountain ranges about afford delightful trout fishing in the numerous brooks. The famous Cheat River Valley is but six miles away.

Those who are looking for a delightful and quiet mountain home, devoid of all ostentation, and furnishing every possible delight that mountains can afford, can find it at Terra Alta.

There are two good hotels and innumerable boarding-houses, which offer every comfort at reasonable rates. Besides these, board can be obtained at many of the farm-houses in the vicinity, and a few weeks or a season in this mountain paradise is a health investment from which the dividends are large.

Overlooking the Youghiogheny at a point where the river pitches over a precipice in boiling torrents is Ohio Pyle, in Pennsylvania. This is a town of unusual attractions. The hotel grounds are only a few yards from the station, on main line of the Baltimore & Ohio Railroad, while the residences are erected upon a high wooded knoll which has been converted into a beautiful lawn, flanked on two sides by a forest and on another by the river, while the remaining side is walled in by mountains. A romantic old mill, which has long since served its usefulness, adds greatly to the picturesqueness of the place.

Harper's Ferry, W. Va., from an historic and scenic standpoint, is a summer resort of great popularity. The town itself is located in West Virginia, in close proximity to the States of Maryland and Virginia, being separated from the former by the Potomac River and from the latter by the Shenandoah River. It is built upon a hill known as "Bolivar Heights," and is overshadowed by mountains known as "Loudon Heights"



THE VALLEY OF THE CHEAT

in Virginia and "Maryland Heights" in Maryland.

Harper's Ferry is on the main line of the Baltimore & Ohio Railroad, and is reached within an hour and thirty minutes from Washington and about two hours from Baltimore. All through trains east and west stop here.

The hotels and cottages are well equipped and are so situated as to command unobstructed views of the rivers and country for miles around. Of the historic interests centered in and about this quaint village, that in connection with the famous John Brown's raid is probably the most renowned. The site of the old fort is marked only by a monument erected by the Baltimore & Ohio Railroad, and the iron tablets placed by the Government tell of interesting achievements during the Civil War. Jefferson's Rock and the old churches and houses built in the hillsides are still intact and are the center of attraction to the new-comers.

Farther up the Shenandoah River, on the Virginia side, John Brown's Fort stands by itself in a lonely field, where it was rebuilt on its return from the Chicago World's Fair.

Bedford Springs is located at Bedford, Pa., ten miles from Hyndman Station, on the main line of the Baltimore & Ohio Railroad, in the Alleghany Mountains, 1,100 feet above tide-water. The mountain air is bracing, the nights are delightful, with no mosquitoes and no malaria. It has been patronized as a summer resort for three-quarters of a century and the attractions of the place are well known. Celebrated as mineral waters have become all over the world for the cure of disease, there has been none to surpass and in this country none to equal in virtue the Bedford Magnesia Spring. The Sulphur Spring rises on the west side of Shover's Creek, about two hundred yards distant from the Magnesia Spring. It is less copious than the others and the water exhales a very strong odor of sulphureted hydrogen gas. The water is very efficacious in the treatment of blood diseases and chronic rheumatism. There are excellent hotel accommodations.

Markleton Sanitarium is in Pennsylvania, on the main line of the Baltimore & Ohio Railroad, between Cumberland and Pittsburgh, in a secluded nook in the Alleghanies shut in by mountains from the outside world, affording a quiet, restful retreat



HARPER'S FERRY'S QUAINT ARCHITECTURE



BEDFORD SPRINGS HOTEL

for the sick, free from extreme weather in summer or winter.

The sanitarium is surrounded by beautiful and romantic walks and drives, and the forests and streams about it furnish splendid sport. The altitude is between 1,700 and 1,800 feet. The water, which is pure and abundant, comes from numerous springs high up on the mountain side. There is also a mineral spring, the water of which has proven highly beneficial in cases of dyspepsia and constipation. There are excellent and competent physicians in attendance, and baths of all kinds, viz., salt, electric, Turkish, vapor, etc., are furnished. The hotel is open the year 'round. It is only three hours from Pittsburg, six from Washington and seven from Baltimore.

Webster Springs, W. Va., is reached by the West Virginia Midland Railroad, connecting with the Baltimore & Ohio Railroad at Holly Junction, W. Va. The picturesque ride en route through the Alleghanies cannot be surpassed in beauty, while the views of the valleys of the Elk and Holly rivers, from precipitous heights, will make one gaze in wonder. The sojourner is provided with good boarding-houses and hotel accommodations, the best of which is the Webster Springs Hotel, which is conceded to be the most modern summer hostelry in the two Virginias.

Excellent bass and trout fishing may be had within a few miles of the town, while late in the fall wild turkey shooting is the

chief pastime. The feature of greatest interest is the sulphur baths, which have highly curative qualities in cases of stomach, liver and kidney trouble. The combined effect of warm, salt water baths and of drinking the cold sulphur water, apart from its great value in the numerous specific ailments referred to, is to eradicate from the system entirely all morbid secretions and accumulations, and to improve the nutrition and secretion in a natural manner, and restore all functions to a state of health.

Those who desire rest and recreation find Mont Chateau, W. Va., a delightful place. The hotel and cottages are built on the bank of the Cheat River, in the midst of primeval forest trees. A never-failing breeze blows nightly down the Canyon of the Cheat, making the nights always cool, and mosquitoes are unknown. The hotel is wonderfully quaint and cozy, and affords all the comforts and conveniences of home life. It is easily reached by the Baltimore & Ohio Railroad to Morgantown, W. Va., and the drive over the mountains to Mont Chateau is one of the most delightful features of the trip.

Braddock Heights, Md., is an attractive resort on the Catoclin Mountain, three and one-half miles west of Frederick, in Frederick County, Maryland.

The prospect is extensive and enchanting, commanding the extent of the Frederick Valley to the east, and the far-famed Middletown Valley to the west, the South Mountain battlefield being in full view. A splendid hotel, recently erected, and the numerous



MARKLETON SANITARIUM

cottages for boarders, provide ample accommodations.

The Valley Branch of the Baltimore & Ohio Railroad extends from Harper's Ferry up the beautiful Shenandoah Valley, wherein are located many famous health and pleasure resorts. It was in this valley that some of the bloodiest encounters of the Civil War took place.

Situated on the western slope of the Great Northern Mountain of the Shenandoah Range, at an elevation of 1,800 feet, Capon Springs, W. Va., offers a most delightful place in the mountains to spend the summer. It is reached by the Baltimore & Ohio by way of Harper's Ferry and Capon Road.

The prevailing west winds, coming as they do from the top of the Alleghanies, give to the air a cool, dry freshness and crispness singularly invigorating and agreeable. Besides being a most attractive summer resort, it is one of the greatest health resorts in this country, and many men and women owe their relief from suffering, their health and their strength to Capon Springs.

The springs water, which is an alkaline lithia water, is one of the best medicinal mineral, as well as one of the finest table waters in the world. There are also two iron springs near by, whose waters are a most excellent tonic. The bathing establishment is perfect in its appointments, and baths can be had of any temperature desired in the water of Capon Springs. A swimming-pool



WEBSTER SPRINGS HOTEL

is supplied by an ever-running stream of alkaline lithia water.

Rawley Springs, Va., lies in the very heart of the characteristic Shenandoah Valley, high up in the Shenandoah Mountains. It is reached by stage, eleven miles from Harrisonburg, Va. Chalybeate spring water characterizes the place and makes it one of the famous resorts for which Virginia is noted. It is a restful haven—one of those places where one can get away entirely from the busy world and let Nature's remedies repair the loss from an overworked body.

Jordan's White Sulphur Springs are situated one and one-half miles from Stephenson Station, on the Valley Branch of the Baltimore & Ohio Railroad, in a most delightful district. The surrounding hills are covered with a luxuriant vegetation, and the climb to the top of almost any one of them is compensated by a series of magnificent views. The resort is a favorable one for families, many of them returning regularly season after season. The main spring, known as the White Sulphur, is in the center of the grounds, although near by are wells of pure, sweet water, free from mineral qualities. The country about Jordan's White Sulphur Springs lies some 500 feet above the level of Harper's Ferry, and therefore the pure air, together with the fragrance of the pines which cover the surrounding hills, is refreshing and healthful. As the name implies, the water is largely



CAPON SPRINGS HOTEL



RAWLEY SPRINGS, VA.

impregnated with sulphur and the minerals usually accompanying it.

Berkeley Springs, W. Va., is situated on the Berkeley Springs Branch of the Baltimore & Ohio Railroad, 100 miles west of Washington and 200 miles east of Pittsburg, on the eastern slope of the Alleghanies, and is of easy access from all the larger cities of the country. It is one of the oldest resorts in the country, patronized by the Washingtons, Fairfaxes, and other families of historic fame. The Springs are in an elevated and healthful mountain district, highly picturesque, and possessing historic and social associations from the time of Washington to the present day. They have been visited for more than a hundred years by thousands of people in search of health and pleasure. The water is used for both drinking and

bathing, and when used as a bath at its natural temperature, 75 degrees Fahrenheit, is most delightful and invigorating. The waters flow from five springs at the rate of 2,000 gallons per minute. There are good hotel accommodations, in addition to several boarding-houses, in close proximity to the Springs.

Orkney Springs, Va., is situated among the foothills of the Alleghanies, 2,300 feet above sea-level, twelve miles' drive from Mount Jackson, and reached by the Valley Branch of the Baltimore & Ohio Railroad in connection with the Southern Railway. A variety of mineral waters found here include the "Chalybeate," "Blue Sulphur," "Healing," "Arsenic," "Alum" and the famous "Bear Wallow" Spring.



BERKELEY SPRINGS, W. VA.



"HIGHWATER MARK," GETTYSBURG

Gettysburg as a Tourist Point



THE chief interest of Gettysburg is historic, and this it is that attracts tourists from all parts of the world. The greatest battle, considered the "highwater mark" of the Civil War, was fought here on the 1st, 2d and 3d of July, 1863, between the National forces under General Meade and the Confederate army under General Lee. The principal object of interest, Cemetery Hill, so named from having long been the site of the village cemetery, forms the central and most striking feature at Gettysburg. Here were the Union headquarters, and standing on its crest the visitor has the key to the position of the Union forces during those eventful three days of July. Flanking Cemetery Hill on the west, about a mile distant, is Cemetery Ridge, on which were General Lee's headquarters and the bulk of the Confederate forces. Other spots usually visited are Benner's Hill, Culp's Hill, Round Top and Little Round Top, also Willoughby Run, where Buford's cavalry held A. P. Hill's column in check during two critical hours. The National Cemetery, containing the remains of the Union soldiers who fell in the battle of Gettysburg, occupies about seventeen acres on Cemetery Hill, adjacent to the village cemetery, and was dedicated with imposing ceremonies and an impressive address by President Lincoln, November 19, 1863. A soldiers' monument, sixty feet high and surmounted by a colossal marble statue of

Liberty, dedicated July 4, 1868, occupies the crown of the hill. At the base of the pedestal are four buttresses bearing marble statues of War, History, Peace and Plenty. Around the monument in semicircular slopes are arranged the graves of the dead, the space being divided by alleys and pathways into twenty-two sections—one for the regular army, one for the volunteers of each State represented in the battle, and three for the unknown dead. The number of bodies interred here is 3,564, of which 994 have not been identified. Near the entrance to the cemetery is a bronze statue of Maj.-Gen. John F. Reynolds, who was killed in the first day's fight. Opposite the cemetery an observatory sixty feet high has been erected, commanding a fine view. Altogether there are now 348 monuments erected to perpetuate the memory of brave men who fell during the three eventful days. Some of them are magnificent and costly, and all are unique.

One mile west of the borough are the Gettysburg Springs, whose waters, denominated katalysine, have acquired a wide reputation for their medicinal qualities. They are said to resemble the celebrated Vichy water, and are considered remedial in gout, rheumatism, dyspepsia and affections of the kidneys. The Springs Hotel accommodates the patients who resort here during the summer for treatment.

Gettysburg is easily accessible from points on the Baltimore & Ohio Railroad in connection with the Western Maryland Railroad.



NIAGARA FALLS

Niagara Falls



THE awe-inspiring cataracts of the Niagara River are among the most wonderful in the world. The Horseshoe Fall, the largest, in the direct course of the river, is three thousand feet wide, with a perpendicular drop of one hundred and fifty-four feet. The American Fall and Central Fall each has a descent of about one hundred and sixty feet.

The length of the Niagara River is but thirty miles from its source, which is the outlet of Lake Erie, until it discharges its waters into Lake Ontario. In this short distance the aggregate descent of the river is three hundred and thirty-four feet, the greater part of which is confined to a distance of eight miles.

Although the falls themselves present un-

surpassed scenery, there are many other places of almost equal interest within the radius of a few miles. The Cave of Winds, the Burning Spring, the Whirlpool Rapids, the Steel Arch Bridges, the Great Cantilever Bridge, and the Gorge of Niagara River are each worthy of a trip to the boundary line between the United States and Canada.

Interesting side trips of a day or longer are among the interesting features. An electric line runs through the Grand Canyon of Niagara along the American shore down by the very water's edge, as far as Lewiston, while another line along the Canadian shore affords tourists views of the Falls and Whirlpool Rapids, and skirts the Niagara from Chippewa to Queenston, where connection is made with steamer for Toronto. Another side trip of considerable interest embraces Thousand Islands.



"THE BREAKERS," CEDAR POINT, OHIO

The Inland Sea Resorts



PUT-IN-BAY, which claims to be the most important summer resort west of the Alleghany Mountains, is one of the prettiest resorts of the Great Lakes. The island

lies about twenty-two miles north of Sandusky, in Lake Erie, whilst close around it are Kelley's Island, Pelee, Middle Bass, Ballast, Gibraltar and many smaller islands, each of which has its distinct individuality.

Put-in-Bay Island is the largest and most attractive of the group. Its magnificent scenery, pure water, bracing atmosphere, entire absence of dew, superb boating, bathing and fishing have made it popular for years. There are five large hotels on the island, and an electric railway, many handsome summer cottages, magnificent bathing beaches with bathhouses, toboggan slides, etc. The surrounding islands are so close to Put-in-Bay as to make it the head of a large family of pleasure seekers. The famous fishing, for which Put-in-Bay and the islands are noted, needs no mention here. The islands are the headquarters for the yachting and canoeing associations of the Middle West, and ever enthrall new interest to the lovers of the aquatic sport.

These resorts are reached by the Baltimore & Ohio Railroad to Sandusky, and an excellent line of steamers meets all trains

and makes deliveries of passengers to the islands.

Cedar Point, Ohio, near Sandusky, the beautiful Lake Erie resort, is situated on a semicircular neck of land stretching out into the lake, and is conceded to be the largest summer resort in the world under one management. Over a million people flocked to this point during the last season from all points of the compass. So popular has it become and so numerous are its amusements that it has frequently been termed the "Coney Island" of the Central West.

The management of Cedar Point have made it their chief object to cater to the comfort, health and pleasure of the tourists, and the beautiful wooded peninsula of nearly seven square miles in extent has grown into a modern summer resort with accommodations for 50,000 people, and has the largest and best hotel facilities on the Great Lakes.

Its famous beach is seven miles long and is considered the safest and most perfect fresh-water bathing in the country. Here may be seen daily thousands enjoying their dip in the surf, while hundreds of children make the clean white sands of the beach their playground. Among the other pleasures are boating, bowling, fishing, sailing, rowing and woodland rambles, and, in fact, you have but to choose your pleasure and it is easily found.

The Coliseum is of mammoth proportions, having a capacity of more than 10,000 people, while the immense ballroom is the scene of continuous dancing every afternoon and night. Crystal Rock Castle is also very popular with visitors, and in the afternoon and evenings parties of pleasure seekers gather to enjoy the music and discuss the topics of the day. Another enchanting feature is a series of lagoons which wind in and out among the most picturesque portions of the park for a distance of nearly three miles, and a trip on one of the auto-boats, which ply these waters, is a never-to-be-forgotten recreation.

The accommodations for guests of Cedar Point are unsurpassed by any summer resort. The hotels are large and completely equipped, the most extensive of which is "The Breakers," with every modern convenience. It covers an area of over six

acres of ground and contains nearly 700 outside rooms, all of which afford an unobstructed view of the bathing beach and Lake Erie. "The Breakers Annex" and "The White House" are two commodious and nicely furnished hotels, in addition to which there are many cozy cottages, which make most attractive summer homes.

Cedar Point is easily accessible from points on the Baltimore & Ohio Railroad via Sandusky, Ohio, where steamers meet all trains and make trips to and from the resort every twenty minutes.

Lakeside is another Lake Erie resort near Sandusky, and is known as the "Chautauqua" of the lakes. For more than twenty-five years it has attracted, enlightened and entertained its thousands of frequenters. Chautauqua work, kindergarten, summer schools, bathing, fishing and boating all combine to instruct and amuse patrons.



CEDAR POINT, OHIO



AN ATTRACTIVE COTTAGE SCENE AT WAWASEE

Lake Wawasee



NOT more than three hours' ride from Chicago, on the main line of the Baltimore & Ohio Railroad, is the summer resort of Wawasee, built on the shores of the lake bearing the same name. Lake Wawasee, formerly known as Turkey Lake, is located almost at the apex of a high range of hills in Northern Indiana, which marks the great water-shed between the Gulf of St. Lawrence and the Gulf of Mexico, and is the most beautiful, many times the largest, and in altitude the highest, of any of the lakes in the State. It is conceded to be one of the most picturesque lakes in the Middle West.

Its elevation of three hundred feet higher than Lake Michigan and about nine hundred feet above the sea-level gives it a rare and pure atmosphere. This insures cool breezes and altogether delightful conditions. Wawasee Lake has a gravelly bottom, its pure, clear water emanating from springs entirely free from weeds and mud.

The lake is nine miles long and from two to three miles wide. Its shoreline, including indentations, is nearly forty miles. Its average depth is about twelve feet, and while there are many channels, varying from sixty

to eighty feet in depth, the shores are shallow, running off gradually to the deep water, making it very safe for women and children on the sandy beaches. There are nine commodious steamers, which carry passengers to all points on the lake.

The hotel accommodations at Wawasee are of the best, and with its many natural advantages has become one of the leading summer resorts of this section. The Wawasee Inn, the largest hostelry at the resort, is beautifully situated on a high bluff, surrounded by trees and an extensive lawn. The grounds belonging to the hotel cover an area of thirty-five acres. The hotel has been completely renovated and is now electrically lighted throughout by its own plant, and has every modern convenience, including a spacious rotunda, ladies' parlors and gentlemen's smoking-room, billiard and pool rooms. A commodious veranda, three hundred and fifty feet long, extends around three sides of the hotel and commands a beautiful view of the lake. The drinking water is from an artesian well and is absolutely pure. Several mineral springs of wonderful medicinal qualities are near the hotel.

Fishing with rod and line is now permitted in the waters of Indiana at all times of the year. Lake Wawasee is fed entirely

by springs and its clear, cold waters are the homes of the gamest of fish. Small and large mouthed black bass are caught in large numbers, while the experienced fisher for pike secures many fine specimens, ranging in weight from seven to twelve pounds. Perch, blue gills, sunfish, croppies, red eyes, catfish and channel catfish are easily caught and large hauls are reported daily. All conveniences for fishing are at hand; bait is easily secured and boats and oarsmen may be hired at any time.

Duck hunting is a favorite pastime of the sportsmen at the lake, this point being a regular stopping place and natural feeding ground for wild ducks and geese in their semiannual migrations. Here may be found all the different species of wild duck, including the mallard, black mallard, pin-tail,

butter ball, teal, golden eye, red head and blue bill. Wild geese and jack snipe are very plentiful.

The Inn Annex is prepared to care for sportsmen from April 15th to November 1st, and the months of May, June, September and October are particularly recommended for the votary of rod and gun.

The high altitude of the lake, with steady breezes, makes it ideal for the yachtsmen, and the course, seven miles in length, is always well patronized. The afternoon bathing is one of the features of the place.

The roads of Northern Indiana are noted for their adaptability to the automobile, and every convenience has been arranged at Wawasee for their care, a garage having been erected where necessary requisites can be purchased.



AUTOMOBILE ENTRANCE TO WAWASEE INN GROUNDS



FRENCH LICK HOTEL

French Lick and West Baden Springs

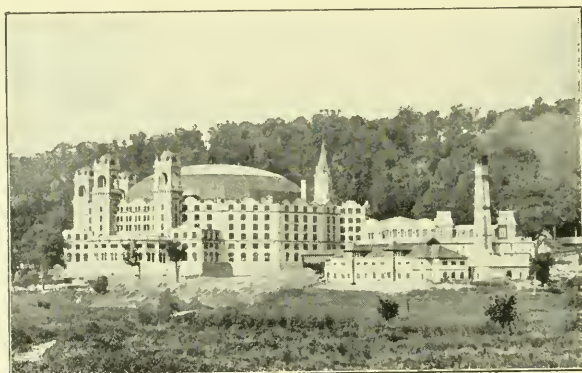


FRENCH LICK SPRINGS are located in Orange County, Ind., 150 miles from Cincinnati, and are reached by the Baltimore & Ohio Railroad and its connection, the Baltimore & Ohio Southwestern Railroad, via Mitchell, Ind.

The springs issue into a valley crescented by the knobs of the Cumberlands, beautifully located, with unsurpassed views, surrounded by 300 acres of beautifully shaded lawn. The water emerges in gushing springs from a tertiary soil of rocky formation, rich in glauberite crystals of calcium. It is clear, colorless water of specific gravity 1020, that bursts with unusual boldness, with a uniform temperature of 55 degrees Fahrenheit during the winter and summer. "Pluto," the

largest spring, has an output of eighty gallons per minute. "Proserpine," another spring, issues water of medium strength, and is used where only mild treatment is desired. "Bowles Springs," as compared with "Pluto" and "Proserpine," represents the mildest water, and is by far, in virtue of its happy combination of the elements, the best diuretic known. The "Bath" spring issues heavy alkaline water, rich in sulphur compound. It is bluish black in color and almost opaque.

West Baden Springs are known as the "Carlsbad of America," and are but one mile from French Lick. There are no waters so favorably known for the cure of inebriation as those found at West Baden. They are an absolute specific for alcoholism in all its forms.



WEST BADEN HOTEL



Atlantic City, Cape May and Asbury Park



ATLANTIC CITY, N. J., is the gayest of the Atlantic Coast resorts. Less than sixty miles from Philadelphia, with frequent train service, the little Absecon Beach town has grown in area and population until now it extends from the inlet southward to Chelsea, a distance of over seven miles, the two extremities being connected by a wide boardwalk of steel construction, which is one of the city's chief attractions. It is free to all, rich and poor alike, and thousands of people may be seen promenading this esplanade in a never-ending procession from dawn until midnight.

It is said to be the largest, richest and most popular watering place in the world. Its season never comes to an end, which gives it a greater advantage over most other resorts of this kind. There are over twelve hundred hotels and cottages devoted to the transient population. Some of them are as magnificent in detail as can be found in the country. The rich can find luxury in its most profuse form, and the humble can procure less pretentious quarters and be comfortably provided for.

The surf bathing which has made Atlantic City famous is one of the wonders of the world. It has been estimated on several days in the past few years that over 100,000 people have taken advantage of the bathing hours between 11.00 and 1.00 o'clock. The sight at this time defies description; men, women and children in bathing costumes of varied hues form a picture to be seen only at Atlantic City.

Aside from the ocean features, Atlantic City has amusements of every kind. Great steel piers extend hundreds of feet into the ocean. Each pier has its summer theater and bandstands, as well as numerous other attractions.

Cape May, N. J.

For generations Cape May has been known as one of the most attractive and recuperative resorts along the Atlantic Coast, and its popularity has steadily increased until Atlantic City alone surpasses this seaside resort in its cosmopolitan population.

The location of the city, which is in the southernmost part of New Jersey on Cape May Point, commands an ideal climate the year 'round, being fanned by the cool ocean breezes in summer and warmed in winter by the Gulf Stream.

The Delaware Bay, directly to the east, affords superb facilities for sailing, while the opportunities for a cruise from Philadelphia to Cape May are frequently taken advantage of.

In addition to its many well-appointed hotels, Cape May can now boast of having one of the finest hostelrys in the country.

The gently sloping beach permits an excellent roadway, and each year is the scene of one of the most celebrated automobile races, attracting the fastest cars of this country and Europe.

With the advent of the summer season, Asbury Park becomes one of the most populous municipalities of New Jersey, with a population well bordering on 75,000. It has a particularly fine location for a summer outing, and the beach front is one of the best on the North Atlantic Coast. It is bounded on the north and south by two beautiful fresh-water lakes, that to the north being known as Sunset Lake, which is most irregular in outline, its surface being dotted with many small and picturesque islands. Several hundred boats comprise the livery thereon, and gala events are frequent occurrences. At the south is Wesley Lake, a long, narrow and picturesque body of water separating Asbury Park from its sister city,

Ocean Grove, by all odds the most famous camp meeting city in the country.

The thoroughfares of Asbury Park are not only uncommonly wide, but are very well kept, and the greensward and profuse shade surrounding the residences add materially to the city's attractiveness.

The city has recently taken over the ownership of the beach front, and much has already been done to make the esplanade and boardwalk, which is eighty feet wide and some three miles in length, a special feature of attraction.

There is a casino of mammoth proportions on one of the piers extending into the ocean, and reached directly from the boardwalk, where a series of daily concerts and entertainments is given by the best and most noted musical organizations and artists in America.

The roads leading to the inland and surrounding country are noted for their picturesqueness, and driving and motoring are popular pastimes. An adequate trolley line brings the nearby towns of Avon, Belmar, Spring Lake, Elberon and Long Branch within easy riding distance of Asbury Park, while a belt line service in the city connects the boardwalk, public halls and business centers with the hotels.



BOARDWALK, ASBURY PARK



Stub Ends of Thought

By ARTHUR G. LEWIS.



FOOLS are excellent mimics in the shortcomings of their superiors.

IT is sympathy, not censure, that helps us to forget our ills and renew our efforts.

THE haunting spirit of discontent stands in its own sunshine and creates its own shadow.

DECENCY cannot afford to kick out of its path the filthy cur of prejudice and untruth.

HABITS are at first the cobwebs of environment, and at last the chains of servitude.

IT is often easier to obtain forgiveness from others than to consistently grant self-absolution.

HE who knows nothing can doubt nothing; but it is often the ignorance that hurts.

THE essentials of modern intellectual development consist of brevity and directness in all things.

THE executive spirit of self-control is the first lesson that real leadership must learn and recognize.

THERE are many of us who dare inflict a wound, but yet lack sufficient moral courage to face its scar.

THE rolling stone of experience gathers the valued moss that grows only on the surface of the best policy.

THERE are so many shadows in the world; let each of us consider it our life duty to drive just one away.

HAPPINESS is a beautiful picture of anticipated fancy and is found only in the arms of realized devotion.

THE most cowardly of all human weaknesses is to permit others to suffer for faults that belong to ourselves.

The Night of Silence

By ARTHUR G. LEWIS

Break this soul-tearing silence. Speak,
If but to tell thy love was born to die,
For I am lying prostrate at thy feet,
My heart is breaking and my hands are tied,
I'll wear the cross thou built for me to bear,
Though all its burden rests on me alone,
And in the darkness of my mute despair
Pray naught for thee be left to be atoned.

See the harvest of thy broken faith,
Dishonored homes, the world's relentless scorn,
And wonder why, if sin like thine survive
Our God has suffered that a Christ be born.
Break this sleep-waking silence. Speak,
Tell me thy fears and end this dread despair,
That I may bend before our love's defeat,
And, for us both, the dreaded scarlet wear.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.
EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 22, 1908.	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
EASTWARD									
Lv. WASHINGTON, NEW UNION STA.	7.00 AM	9.00 AM	9.00 AM	1.00 PM	3.00 PM	5.00 PM	9.00 PM	12.15 AM	2.52 AM
Lv. BALTIMORE, CAMDEN STATION	7.55 AM	9.50 AM	9.52 AM	1.55 PM	3.48 PM	6.00 PM	10.00 PM	1.15 AM	3.46 AM
Lv. BALTIMORE, MT. ROYAL STATION	8.00 AM	9.54 AM	9.57 AM	1.54 PM	3.52 PM	6.05 PM	10.05 PM	1.25 AM	3.51 AM
Ar. PHILADELPHIA	10.15 AM	11.50 AM	12.11 PM	2.02 PM	4.05 PM	5.50 PM	8.19 PM	12.40 AM	3.50 AM
Ar. NEW YORK, LIBERTY STREET	12.35 PM	2.00 PM	2.30 PM	4.15 PM	6.30 PM	8.00 PM	10.40 PM	3.52 AM	6.22 AM
Ar. NEW YORK, 23D STREET	12.45 PM	2.10 PM	2.40 PM	4.25 PM	6.45 PM	8.10 PM	10.50 PM	3.53 AM	6.43 AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 22, 1908.	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
WESTWARD									
Lv. NEW YORK, 23D STREET	11.50 PM	7.50 PM	9.50 PM	11.50 PM	1.50 PM	3.50 PM	5.50 PM	6.50 PM	7.00 PM
Lv. NEW YORK, LIBERTY STREET	1.30 PM	8.00 PM	10.00 PM	12.00 PM	2.00 PM	4.00 PM	6.00 PM	7.00 PM	7.21 PM
Lv. PHILADELPHIA	4.15 PM	8.15 PM	10.17 PM	12.30 PM	2.17 PM	4.16 PM	6.12 PM	8.31 PM	9.21 PM
Ar. BALTIMORE, MT. ROYAL STATION	6.45 PM	10.50 PM	12.16 PM	2.43 PM	4.16 PM	6.09 PM	8.09 PM	10.50 PM	11.23 PM
Ar. BALTIMORE, CAMDEN STATION	6.50 PM	10.55 PM	12.20 PM	2.47 PM	4.20 PM	6.13 PM	8.13 PM	10.55 PM	11.27 PM
Ar. WASHINGTON, NEW UNION STA.	7.50 PM	11.45 PM	1.15 PM	3.50 PM	5.20 PM	7.00 PM	9.00 PM	12.00 PM	12.22 PM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 22, 1908.	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURGH LIMITED	No. 15 EXPRESS DAILY
WESTWARD								NOTE.
Lv. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	---
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	---
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	---
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	---
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM	---
Lv. WASHINGTON, NEW UNION STA	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	---
Ar. DEER PARK HOTEL	---	---	---	---	---	---	---	---
Ar. PITTSBURGH	---	---	6.45 AM	---	9.42 PM	6.25 PM	8.50 AM	Lv 6.25 PM
Ar. CLEVELAND	---	---	12.00 NN	---	---	---	---	---
Ar. WHEELING (EASTERN TIME)	---	5.35 AM	---	---	---	9.00 PM	---	Lv 6.15 PM
Ar. COLUMBUS (CENTRAL TIME)	---	8.45 AM	---	---	---	---	---	9.25 PM
Ar. CHICAGO	---	5.15 PM	---	---	9.45 AM	---	---	7.30 AM
Ar. CINCINNATI	8.05 AM	---	---	5.35 PM	---	1.45 AM	---	---
Ar. INDIANAPOLIS	11.45 AM	---	---	10.35 PM	---	6.35 AM	---	---
Ar. LOUISVILLE	11.50 AM	---	---	9.35 PM	---	7.20 AM	---	---
Ar. ST. LOUIS	5.50 PM	---	---	7.40 AM	---	1.40 PM	---	---
Ar. OHATTANOOGA	7.30 PM	---	---	6.40 AM	---	---	---	---
Ar. MEMPHIS	11.25 PM	---	---	8.35 AM	---	---	---	---
Ar. NEW ORLEANS	10.55 AM	---	---	8.15 PM	---	---	---	---

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 22, 1908.	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY
EASTWARD							
Lv. CHICAGO	---	---	5.00 PM	10.40 AM	---	---	8.30 PM
Lv. COLUMBUS	---	---	---	7.00 PM	---	---	---
Lv. WHEELING (EASTERN TIME)	---	5.00 PM	---	12.25 AM	---	---	10.50 AM
Lv. CLEVELAND	---	---	7.30 PM	---	3.00 PM	---	---
Lv. PITTSBURGH	---	---	8.00 AM	---	10.00 PM	---	---
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	---	---	---	* 6.00 PM	1.15 PM
Lv. LOUISVILLE	2.10 PM	8.10 AM	---	---	---	9.20 PM	---
Lv. INDIANAPOLIS	3.00 PM	* 8.05 AM	---	---	---	2.30 AM	---
Lv. CINCINNATI	* 6.35 PM	12.15 PM	---	---	---	4.12 AM	---
Lv. NEW ORLEANS	---	9.15 AM	---	---	---	8.00 AM	---
Lv. MEMPHIS	---	8.35 PM	---	---	---	7.10 PM	---
Lv. OHATTANOOGA	4.45 AM	11.35 PM	---	---	---	6.35 AM	---
Lv. DEER PARK HOTEL	---	---	---	---	---	---	---
Ar. WASHINGTON, NEW UNION STA	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM
Ar. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York. Drawing Room Sleeping Car Richmond, Va., and Washington to Philadelphia.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington. Drawing Room Sleeping Car Philadelphia to Richmond, Va., daily.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pitsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

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CALENDAR - 1909



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13	4	5	6	7	8	9	10
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31	28	29	30	31

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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BOOK OF THE ROYAL BLUE

MAY, 1909

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THE WHITE CARNATION

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

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BALTIMORE, MAY, 1909

No. 8

The White Carnation

By STRICKLAND GILLILAN

*Arms that held us close when our child-hearts bled with grief;
Lips that kissed the brine-drops from our grimy, childish cheeks;
Eyes that watched our footsteps with a fondness past belief,
This the loving message that the White Carnation speaks:
 "Fragrant is the memory rising at the thought of you;
 White as driven snow-flakes is the love your love inspires;
 Heeded now the lessons that in childhood we were taught of you;
 Breathe the incense rising from our praise-fanned altar fires."*

*Ears that heard our wailing when all others slumbered soundly;
Hands that toiled unendingly and feet that never tired;
Heart that will be loyal though the whole world hate us roundly;
Soul that gave, though in return so little you required,
 This one paltry payment on the boundless debt we owe you—
 Mother, look across the years and see our simple token!
In its snowy fragrance read that, tardily, we know you;
 Take from it the message that long since we should have spoken.*

Mothers' Day



OME three years ago an appreciative daughter, in commemorating the anniversary of her mother's death, became impressed with the idea that it would be a beautiful tribute to all mothers, living or dead, if their children were inspired to unite on a given day in symbolizing a universal "Mothers' Day."

This idea was transmitted to others, and the tender sentiment spread with endless chain until it reached all parts of the country in less than two years. The suggestion of wearing a simple white flower for "mother's sake" was taken up here and there without organized movement, and the second Sunday in May of each year was selected as the day when "mother" was especially to be remembered, and universal motherhood exalted in the esteem of every man, woman and child.

The plan is to make the day not only one of sentimental observance, but, as far as possible, clothe it with the sanctity and dynamic power that comes from concerted action. It has been suggested the wearing of a white carnation, or perhaps any other white flower, as an emblem of truth and purity, giving filial evidence that the wearer loves to honor his mother living, or her memory, dead. The white carnation stands for purity; its form, beauty; its fragrance, love; its wide field of growth, charity; its lasting qualities, faithfulness—all virtues of a true motherhood.

This beautiful sentiment originated with Miss Anna Jarvis of Philadelphia and has reached the governors of several States, who have officially set aside the second Sunday in May in special proclamations endorsing the purpose and recommending a general celebration of the day in this simple form.

In his proclamation Governor Vessey, of South Dakota, said: "The fitness of the observance of this day appeals to all social, fraternal, civil, military and religious organizations alike; to him who has missed life's crowning joy—the tender ministrations of a mother's love—no less than to the one who has derived the elements of a noble character from the maternal care bestowed in child-

hood. Probably never before has a movement inaugurated which in such a short time attained national recognition."

The familiar lines of Kipling in "The Light that Failed" ring true:

"If I were hanged on the highest hill,
Mother o' mine, O mother o' mine!
I know whose love would follow me still,
Mother o' mine, O mother o' mine!"

"If I were drowned in the deepest sea,
Mother o' mine, O Mother o' mine!
I know whose tears would come down to me,
Mother o' mine, O mother o' mine!"

"If I were damned of body and soul,
Mother o' mine, O mother o' mine!
I know whose prayers would make me whole!
Mother o' mine, O mother o' mine!"

The Philadelphia *North American*, under an interesting editorial, headed "A Holiday of the Heart," comments as follows:

A little more than a year ago the *North American* learned of an idea so right, so pure, so beautiful that it could have come from no other source than the heart of a good woman. It was the suggestion that on a Sunday in the month when the whole earth thrills with the call of the common mother Nature for each and all of us to come to her, there should be a day of pause and remembrance by every man and every woman of "the best mother who ever lived."

"Mothers' Day," meaning no more, save spiritually, than the simple symbolism of wearing a blossom of white purity, appealed to us so strongly that we advocated its general observance as heartily as we knew how. There was a result wholly unexpected. Authorship of the idea was attributed to this newspaper.

Sneers and cynical laughter and censure of the "maudlin sentimentality" of "Mothers' Day" were plentiful in the editorials of newspapers, in legislatures and on the floor of Congress. We took the censure gladly. But the credit we must disclaim.

Three years ago the thought came into the mind of a daughter who desired to commemorate the anniversary of her mother's death that it would be a beautiful tribute to all mothers, the living as well as

the dead, if their children, on a given day, would unite in the simple wearing of a white flower and thus make "Mothers' Day" universal. And glad as we are always to give honor where it is due, we are doubly glad to be able to say that the authorship of "Mothers' Day" belongs to a Philadelphia woman—Miss Anna Jarvis.

But after the *North American* made the cause of "Mothers' Day" its own, we took neither heed nor hurt from the critics who scoffed at what they saw fit to consider a mawkish, effeminate, semi-hysterical suggestion. Because we know so well that the curse and canker of the average newspaper is conventionality—slavish, hide-bound submission to custom and tradition.

It is all such an old story—the rabid, exaggerated appeals to sentiment when a massacre or an earthquake occurs on the other side of the world; a cheaply cynical assumption of superiority in disdaining to do aught but sneer at the little things that shape American life and character and civilization.

Had we been stung by the taunt of "sentimentalism" the answer was at hand. It is necessary only to ask the materialist to name any concrete, tangible, palpable thing that makes and shapes and rules this world. There is no sight, nor sound, nor touch of the particles of ether whose ceaseless motion creates the forces that guide not only this world, but hold control "beyond the path of outmost star in utter darkness hurled."

Just as no mortal eye can see, no hand grasp the waves of the wireless that link the farthest distant nations, so there is no tangibility to the one force that makes and unmakes rulers and nations—sentiment.

And so because we consider the thought of "Mothers' Day" right sentiment and not sentimentality we urge now, as we have urged before, the symbolizing on one day of the year of each man's and woman's reverence for motherhood, whether the mother be in her fit place among the other angels or whether she be still the precious earthly guide.

Whether she died while helpless baby fingers still were groping toward her youthful breast or whether she still graces the home, bowed and feeble, but beautiful with that beauty of the spirit that glorifies the withered features and the dimmed eyes and faded tints and whitened hair beyond all mere

prettiness of youth, matters not. Whatever your faith, she is your Madonna in her tender, gentle, loving wisdom.

Utterly ill-advised, however, were the attempts in State and nation to legalize "Mothers' Day" as a holiday. The observance of the good, new festival must be spontaneous, not enforced, if it is to have a real meaning. To make it statutory would to chill and cheapen and degrade the thought.

Not one who does not feel the impulse should have a legal hint that it is the time to badge himself with a flower that is not the expression of what is in his heart. Voluntary now and always must be the observance, though we miss our reckoning of human nature if the humblest clerk or office boy or girl would not gain a grudging advance in the estimation of the veriest Gradgrind of an employer by wearing the flower that he may not, betokening reverence of the mother.

Whether the blossom be a carnation or something else matters not. It was a good flower to choose, because it grows almost everywhere and it is not costly. But no orchids nor gardenias could honor the day more than was done by some bits of soiled, white baby ribbon that we saw last May on the lapels of some ragged street urchins who had not pennies enough to buy a flower.

The only censure of the custom worth considering comes from those who deem it superfluous because every day should be "Mothers' Day." So it should. But it is not.

It is meant for the man who for years and years has been away from his boyhood home and, busied with his own affairs, eases his conscience only at intervals with a careless letter or a thoughtless gift. It may be the needful jolt to stir him to a remembrance that will cost next to nothing, but will give priceless happiness to two old people whose best possessions are memories.

It may stir the man, self-centered in the whirl of his activities, who thinks that his days should be long in the land because he sends checks regularly to the old home, to send back something that no bank can provide, but which will soothe and sweeten the autumn of a life as nothing purchasable could.

And if the mother be at home it will be good to have the opportunity to pay the gentle deference; to wear in her sight her emblem, as a knight wore his lady's favor; to remember that her gracious presence may not be among you with the coming of next May.

It is a good investment—the wearing of that flower—if only as a part of your children's education. It is what you would

like them to feel and do when they have children of their own.

And looking upon the day from the viewpoint of same materialism we say that the concentration of a whole nation's thought upon the holiest of sentiments would mean such a lessening of wrong-doing, such a softening of feelings, such an uplift of thought on that one day alone that the value could not be calculable in terms of money.



The Men of the Maine

Arlington, May 30, 1909

By DR. THOMAS CALVER

The ship was asleep in an arm of the sea,
Whose waves seemed a lover's caresses to be;
In beauty so stately and grand did she ride,
That meet was each kiss of the love-stricken
tide.

Her mission of good-will and kindness well
known,
No foeman seemed nigh as she slept there
alone;
No thought could arise in good-fellowship's
reign
That danger was near to the men of the
Maine.

Her presence seemed breathing of friendship
and peace,
As gifts from a nation of plenty's increase;
Of offers of blessings to all of the world;
Of kindness, wherever her flag is unfurled—
That beautiful banner of hope and of light
That speaks for a nation of God-given
might;
The banner of heaven, without cloud, with-
out stain—
The banner beloved by the men of the
Maine.

Most rightfully, justly, she lay there, asleep,
To happy dreams rocked by the soft-swelling
deep;
No warring she boded to nation or man,
Nor threat to put aught of theirs under a ban.
The light of the stars was no further from
plot
To forward a mission with powder and shot;
Nor sought she the honors of greatness to
gain—
And peacefully rested the men of the Maine.

The lights on the shore, with their cheer and
their glow,
A welcome most hearty and true seemed to
show;
Each man of the dominant Spaniard's com-
mand
Seemed gladly to grasp an American hand;
And many the meetings in jovial glee
Of men from shores far apart, over the sea;
And many the toasts that they drank to Old
Spain—
And joyfully rested the men of the Maine.

Then out of the sea came a terrible roar,
That echoed in waves of dismay from the
shore,
And up through the night sprang a column
of flame
And water that seemed for the heavens to aim.
Then fell, with a thunderous, smothering
splash,
That seemed a return of the lightning-winged
crash;
That rent the stanch, beautiful vessel in twain
And swept fiery death to the men of the
Maine.

Who fired the torpedo? Ah, only God knows,
Who sees all conspirings of treacherous foes
And settles each conflict, with awfulest might,
That glory may come to the cause of the right!
His light, that illumines with a power most
sublime,
Proclaims that all wronging shall cease in
due time—
And dire was that shot to the cause of Old
Spain,
For Nemesis mourned for the men of the
Maine!

Remember the Maine? Who can ever forget?
The sound of her deathblow is echoing yet!
It rings 'round the world in an eloquent wave,
That carries a promise to ev'ry poor slave;
A promise to serf, crushed by hard, wageless
toil;
A promise to victims of tyranny's spoil—
A promise of freedom from wrong and from
pain,
That springs from the tomb of the men of
the Maine.

Ah, sacred the bones of that beautiful craft!
While fresh is her glory on scroll and on
shaft,
The nation should garner and cherish them
well,
For great is the story they silently tell.
They speak of a nation's proud might and
increase;
Of beautiful isles now in freedom and peace;
Of Liberty's triumph; of Truth's splendid
gain;
Of glory untold for the men of the Maine.



New Liberty Street Terminal, New York

The New Baltimore & Ohio Terminals at West 23d Street
and at Liberty Street, New York



THE completion of the new Liberty Street terminal at New York, which is used by the Central Railroad of New Jersey, Philadelphia & Reading and Baltimore & Ohio railroads—the “Royal Blue Line”—marks another era in improved passenger terminals in the great metropolis. Liberty Street is the “downtown” gateway to the financial district of New York, convenient to Wall Street and the exchanges. Through it bankers, brokers, financiers and speculators rub elbows daily with that vast army of commuters from the many adjacent cities and towns in New Jersey that form the suburbs of Manhattan. A modern terminal has long been needed to replace the old one, but great difficulties in construction had to be overcome which made the rebuilding a matter of tedious delay.

The *Suburbanite* gives the following detailed description of the new terminal:

On April 7th the magnificent main waiting-room on the ground floor of the new ferry-house was used for the first time, and before long the second floor, giving access to the upper decks of the ferry boats and the passenger bridge across West Street, will be ready for service. While the new ferry slips have been in commission for some months, it was the opening of the new waiting-room that marked the end of the difficult and tedious task of building a large freight and passenger terminal on a comparatively small area, and practically on the site of an existing station, without interfering with the heavy daily traffic. As only

small areas were available for construction purposes at any one time, the work of building this station has been apparently slow, but there has been no time since the start of the work that construction has not been prosecuted vigorously on some part of the structure, which has a frontage on West Street of 510 feet. About 175 feet are occupied by the passenger terminal and 335 feet by the freight terminal. This entire front is copper sheathed and two stories in height.

The passenger station occupies an area of 172 feet by 300 feet with upper and lower waiting-rooms and two double-deck landings for the ferry boats. The ground floor is entered direct from the street level into a spacious lobby, where are situated the ticket offices, bureau of information, baggage office, express office, parcel-room, and telegraph and cable office. Immediately beyond the lobby is the main waiting-room with smoking apartment and lavatories in connecting rooms. The entrances to the boats are from a vestibule in the rear of the main waiting-room, the heavy sliding doors leading direct to the ferry bridges and boats on either side. The balance of the ground floor is taken up by baggage-rooms, express-rooms and double teamways on the north and south sides, and a passenger exit to the street from each ferry slip. The spare space on either side and between the ferry bridges is occupied by the storerooms, boiler-room, station master's office, etc.

The main entrance to the second floor is via a footbridge spanning West Street, with an entrance on Liberty Street just east of West Street. The ferry-house end of the

bridge opens into a broad corridor extending across the entire width of the ferry-house, connecting at either end with the exit passageways from the upper deck of the ferry boats. This corridor also connects with a passageway to Pier 10, the landing place of the Sandy Hook route steamers, thus enabling passengers to enter the station at Liberty Street and stay under cover the entire distance to the boat landing.

Both waiting-rooms are situated in the interior of the structure, with very little opportunity for outside windows. Ventilation is obtained by means of skylights and ventilating ceiling lights. The building is heated by steam throughout, supplied by a plant on the premises.

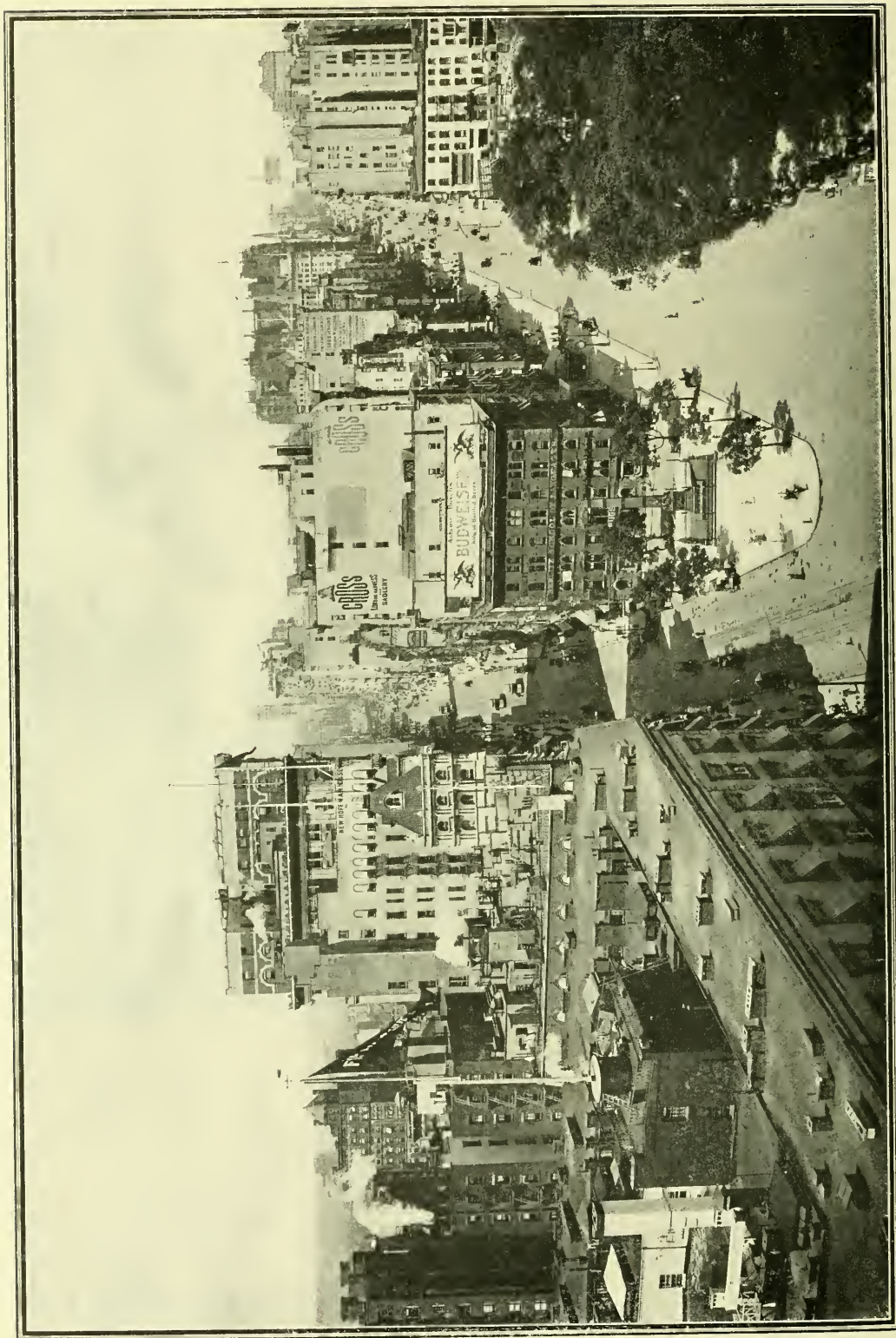
Structurally, the buildings, as far as possible, were made fireproof. The bulkhead shed and ferry-house have a light steel



LOBBY OF NEW LIBERTY STREET TERMINAL, LOOKING TOWARD MAIN WAITING-ROOM

From the corridor outgoing train passengers enter the second-story lobby, where are situated ticket offices and public telephone booths. At the rear of the lobby is the second-story waiting-room, and to one side the women's waiting-room. The exit from the second-story waiting-room leads directly by inclines and gangway bridges to the upper deck of the ferry boats. Broad stairways connect the upper and lower lobbies and upper and lower waiting-rooms.

frame, filled with terra cotta tile and plastered on the inside. The exterior along West Street and the river end of the ferry-house is sheathed with copper and all other outside walls are of corrugated galvanized iron. Reinforced concrete floor and roof "arches" are used throughout. To prevent the spread of flames, "fire walls" have been run from low-water mark to the roof along the north and south walls of the ferry-house, and at other points. There are no openings



THE CENTER OF NEW YORK CITY
Intersection of 23d Street, Broadway and Fifth Avenue, New York City. Looking Down From the "Flatiron" Building

in these walls, excepting one where the Sandy Hook route passageway connects with the ferry-house. A fire door is provided at this point. The entire roof, with the exception of the promenade portion, is covered with a five-ply tarred felt and slag roofing. The promenade portion is five-ply tarred felt waterproofing and vitrified tile brick paving on top.

The ferry bridges are of the ordinary four-truss bowstring type of bridges in ordinary use at ferries around New York

The floors in all the waiting-rooms in the ferry-house are of marble mosaic. On account of the excessive wear to which these floors will be subjected and the liability of the concrete underneath cracking, due to temperature changes and other causes, great care was used to prevent these cracks from showing in the mosaic. The mosaic is made unusually thick, to overcome the wear. Between the lower floor and the upper floor is a sand cushion. On top of this cushion is placed a thin slab of reinforced concrete,



INTERIOR WAITING-ROOM, WEST 23D STREET STATION

harbor. Unlike most bridges the river ends of these bridges are not supported on pontoons, but are raised and lowered by means of electrically operated, counter-balanced machinery. The upper deck bridges are geared to this machinery and move in unison with the tower bridges, maintaining their relative position to the lower bridges at all times. The team gangways are paved with creosoted wooden blocks, the passenger exits, baggage-room and storerooms on the ground floor with asphalt, and the passageways on the second floor are laid with granolithic cement sidewalks.

thus separating the mosaic floor entirely from the under flooring.

The lobby on the ground floor has a wainscot of Istrian marble, English-veined Italian marble pilasters and walls, and painted glass ceiling with leaded glass ceiling lights.

The trim is quartered white oak, natural finish throughout. The main waiting-room has a high wainscot of Istrian marble with painted plaster walls and ceilings, trimmed throughout with quartered white oak. The decorations of these rooms are in old ivory and cream with deep red colorings in the narrow flat spaces around the architraves of

the windows, bringing out the architectural lines in bold relief. The lighting, partly from above through stained-glass ceiling lights and partly from the upper part of the windows facing the north, gives a colored and subdued light, in harmony with the color scheme.

The upper lobby has quartered oak walls, natural finish and painted plaster ceiling with leaded glass ceiling lights. The second-story waiting-room has a high wainscot and trim of quartered white oak, natural finish, painted plaster walls and ceiling and leaded glass ceiling lights. The color scheme is in old ivory and cream for the beams, cornices and pilasters with terra cotta walls. The women's waiting-room is trimmed to match the second-story waiting-room, the decorations being in dark green and cream. The floor of this room and all ticket offices is of quartered white oak blocks, laid herringbone style. All toilet-rooms throughout the building are floored with terrazzo and have Tennessee marble wainscot and partitions.

The roof of the bulkhead shed and in-shore fifty feet of the ferry-house, running

across the entire width of the structure, is used as a city public recreation "pier," where band concerts are held every evening during the summer season. The tower clock and other clocks throughout the building are synchronized clocks, controlled by a master clock in the Western Union Building at Dey Street and Broadway.

Adjacent to the Liberty Street terminal is Pier No. 10, used by Sandy Hook route steamers to and from New Jersey coast resorts. Passengers reach the sea end of the pier by means of a suspended overhead gallery, which leaves the entire lower deck available for freight purposes.

It will be remembered a new terminal was built at West 23d Street for the Central Railroad of New Jersey, Philadelphia & Reading and Baltimore & Ohio railroads in 1905, and but a few months afterwards was entirely destroyed by fire, necessitating another and larger building. Twenty-third Street is the important entrance to the center of New York City—everything seems to center at 23d and Broadway, which is the hub of the hotel, theater and shopping district.



NORTH RIVER

Spring in the Alleghanies

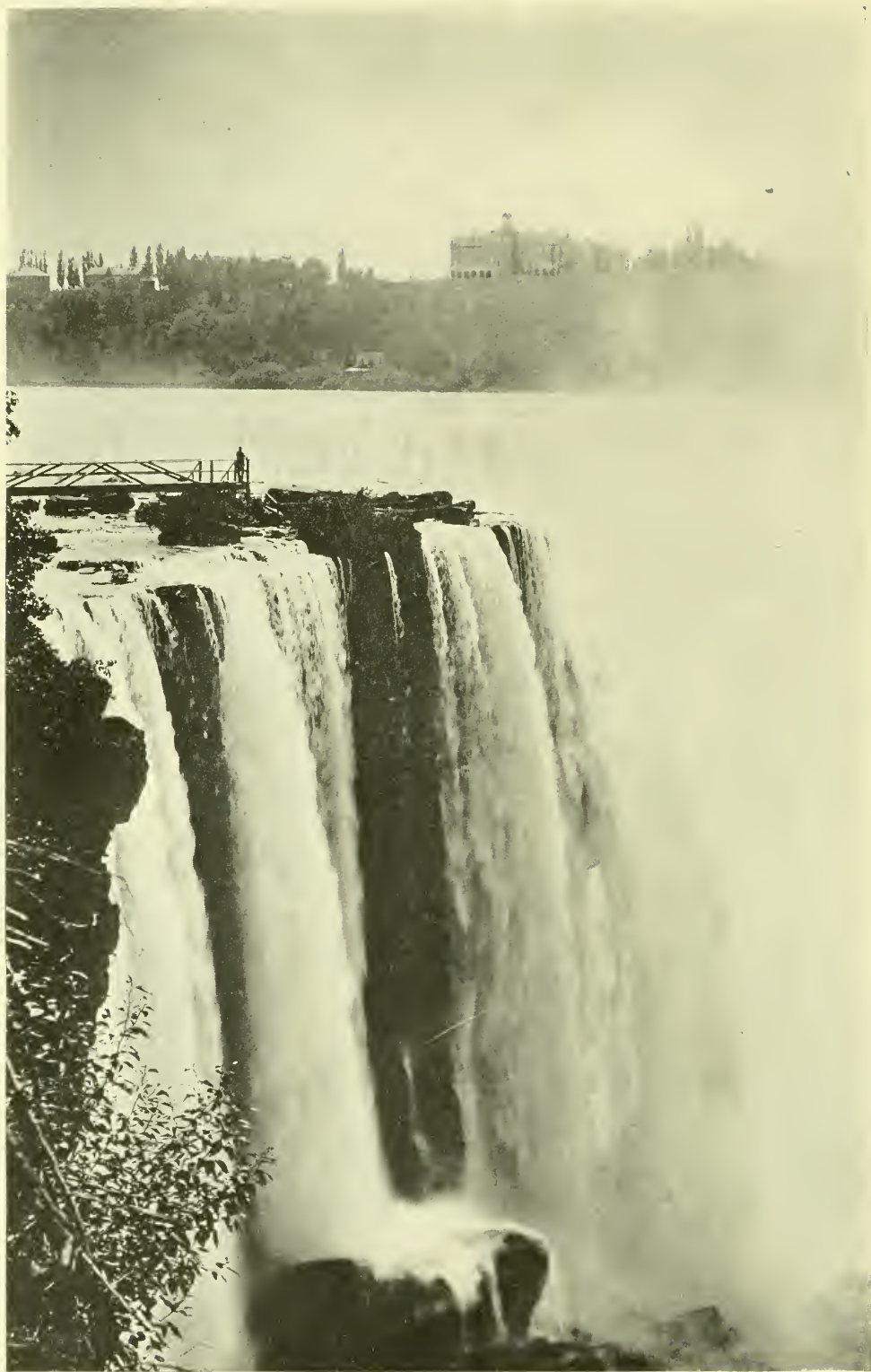
By ESTHER WIRGMAN

The dogwood dons her bridal dress,
And, at "The Sign of the Evergreen,"
A candle green hangs from each bough,
By all bird travelers to be seen.

The mountain laurel begins to dot
Her "Victory Wreaths" with snowy white;
The red bird sings: "Wet, wet, wet, wet";
The killdee whistles in the night.

But who would think these giant peaks
Would so coquet with Spring's advance —
One day, all smiling, bold and near,
The next all veiled in mist, perchance?

While up and down their rugged sides
Roams many a sweetheart, girl and boy,
Seeking the treasures of the spring,
Fragrant arbutus, fair and coy.



NIAGARA

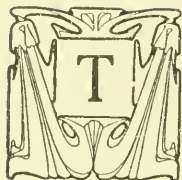
Niagara Falls

By GEORGE E. TACK

Hark to the thunder of waters, the voice of the great Niagara,
Calling the chariot horses to their thrilling race through the sky!
And the winds curve over the river course and lash the hurrying chargers,
And their flowing manes stream out afar, as they leap o'er their rocky barriers.
Wildly they speed, and foaming they gasp, and plunge, and quivering go,
Their hoofbeats sounding forever loud, and Niagara applauds them forever.
Hail to the rainbows five, that arch o'er the crystal stadium,
Where the Maid of the Mist speeds swiftly on for her glittering crown of spray.
Blue are the skies that tenderly bend and give to Niagara their glory!
O blue-green waters, the tints of heaven and earth with beauty adorn thee!
List to the voice majestic, that thrills me and sweeps me onward
Over the walls of the Present, and far in the mists of the Future,
Into the realm of the blessed, to hear the deep tones of the ransomed
Proclaim of the King Omnipotent: "Allelujah, the Lord God reigneth!"
Thence to the far-past years, and stand with the exile beloved,
And hear with him on Patmos' shore the voice as of many waters,
Yet speaking in accents tender, like the gold-toned bells at sunset.
Down in the Cave of the Winds the echoes are murmuring ever
Legends of days that have perished, the years of the far-away Past,
And the curtain of crystal descending drops ever into the deep waters,
Ending the acts of the moments, amid the applause of the elements.
Soft through the deaf'ning roar I hear, as a multitude singing,
Themes of creation—redemption, oratorios, lofty and holy.
And onward the waters sweep, like Time to Eternity's maelstrom,
On to the whirlpool that waits them, like Death, that is never away.
Lo, in the rapids above me, like an emerald encircled with brilliants,
Gleams the Goat Island in beauty, so restful amid the wild sparkle;
And the great panorama before me I view from the Three Sisters Islands.
The broad, onward sweep of the waters, resistless, o'erwhelming and glorious—
Far in thy seething cauldron are the flotsam and jetsam of earth-life,
Wrecks from the shores of thy river—so ghastly, their hearts hushed forever,
Hearing the tempest no longer, the roar, or the wail of life's sorrow.
Never a tear do they know. Niagara doth whitely enshroud them.
And to me thou hast spoken, Niagara, but not in thy deep tones of thunder,
For I hear in my soul a sweet music, like harpings of beings celestial,
As above thy thunder forever, the mute, yet eloquent, mists
Float in their beauty transcendent and whisper of peace, out of strife,
As the Prophet Elijah on Horeb, amid the wild strife elemental,
The earthquake, and tempest, and horror, that smote on his anguished soul,
Heard at last in his heart sweetest music, the words of the mighty Jehovah.
So out of the tumult and thunder, the roaring of great angry waters,
I hear like a sweet benediction, the voice that whispers, "Peace."

The Army's Transport Service

By CHARLES A. SIDMAN



THE experience gained in the last ten years has not only tended to fix more firmly the question of the utility and economy of the army transport service of the War Department, but has added strength to the conviction that it should be continued.

The country's lack of vessels suitable to meet the army's need of transports for a military expedition of any magnitude, which would necessitate a movement of troops oversea, is public knowledge. As it would fall upon the transport service to find a way to meet a demand for such a movement, any plan that would promise encouragement to the building of vessels suitable for the purpose is of general interest.

The service has not only been used for the transporting of freight and troops to the Philippines, but has also been employed in the laying of cables, in cases of relief, and for other purposes.

As far as economy is concerned, it is far cheaper to maintain such a service than it would be to employ commercial vessels. The saving resulting from Government ownership of such vessels, and the fact that such vessels would be fitted for carrying of troops and baggage, is another good reason why commercial vessels could not be utilized, except at great expense. Commercial vessels could not be fitted up to carry enlisted men with the same degree of comfort they now have in the troop ships, except at great expense to the owners, and if so fitted up, even for one voyage, many of the fittings would have to be removed to accommodate cargo on subsequent trips.

The owned transport vessels now operated by the War Department are sufficient for the needs of the service under existing conditions, but some of them are approaching the age when it is no longer economy to keep them in that degree of seaworthiness which is an imperative requisite to safeguard the lives of their passengers. The loss of a troop ship laden with our soldiers would be a calamity too terrible to contemplate with equanimity.

The transports are now fitted with everything at command for the well-being of the troops being transported. The quarters are well ventilated and sanitary, the bunks clean and comfortable, while the cooking arrangements and serving of meals are complete. Every vessel is equipped with a refrigerating plant, which enables the keeping of a supply of fresh meats and vegetables and other edibles, while the sick bay and arrangements for the sick are as perfect as modern skill can make them. It is well known that troops reach the Islands in condition for immediate service, while those returning are bettered by the trip.

All the ships of the service are provided with wireless telegraph apparatus. The utility of this apparatus aboard the ships is unquestioned at all times, for in case of breakdown or accident at sea, where assistance is imperative, the ability to communicate with the shore is an advantage of the greatest moment. This, with the addition of submarine signals, provides a very important safeguard to the passengers carried.

Great pains were taken with the berthing arrangements for the enlisted men. The bunks are placed side by side, three tiers deep. They are made of canvas, and can be taken out and washed, thus keeping everything in sanitary order. Whenever horses are carried they are so placed that they do not lie down during the voyage, but do not seem to be affected.

Some idea may be gathered as to the work of the service when there have been transported to the different island possessions nearly 43,000 passengers, including officers, enlisted men and civilians, over 1,600 animals, over 1,000,000 feet of lumber, 113 tons of freight, the remains of nearly 200 dead soldiers, 477,000 pounds of mail, and nearly \$35,000,000.

To show the economy of the service and the earnings, based on the lowest rates offered for similar service by commercial lines, there was expended for passengers the sum of \$2,695,756.04, and for freight, \$996,572.37, making a total of \$3,692,328.41. The same service by public commercial lines would have totaled

\$3,759,368.29, showing a saving of nearly \$70,000.

Taking into consideration the fact that the transports are always in readiness for carrying troops, and a movement can be accomplished without delay, it only tends

to prove the advisability of Government ownership, while commercial vessels would have to be fitted for the work, which would take time, and after having been fitted would not be as complete as those equipped and maintained for the purpose.

What Is It?

NOTE—Mr. Roosevelt has captured an unknown animal, apparently a cross between a zebra and a giraffe.

By W. J. LAMPTON

Come all ye faunal fakers,
Too serious to laugh,
And tell us, if you please, sirs,
Is this thing a zeraffe?

It isn't? Well, what is it
Which has no pa or ma
That anybody knows of?
Say, is it a gibra?

It isn't? Well, what is it?
Go on; we want to hear
How much you know of fauna.
Is it a zebragir?

It isn't? Well, what is it?
Perhaps, now, it might be
Some faunologic wonder—
Perhaps a gibrazee?

It isn't? Well, what is it?
Get wise; cut out the chaff;
Reel off the information.
Is it a gizebraffe?

It isn't? Well, what is it?
What's that? You cannot tell
Because you have no record
Of such a beast? Oh, well,

You needn't bother with it;
We'll pack our duds and go
And ask great Bwana Tumbo;
You bet your brains he'll know.

Salt Lake

"The City Beautiful"



THE Forty-third National Encampment, G. A. R., will be held at Salt Lake City, Utah, in August, and many persons, besides members of the organization, will take advantage of the low excursion rates which will be in effect. This beautiful city in the far West has always been an object point of interest to tourists, presenting many interesting features.

Salt Lake City was founded July 24, 1847, and was incorporated by act of the General Assembly of the Provisional State of Deseret, approved January 19, 1851. The first municipal election took place July 11, 1851, when Jedediah M. Grant was chosen mayor. It is one of the most beautiful and finely laid out cities in the United States. It is the seat of Salt Lake County, and the capital of the State. Situated at the foot of the Wasatch Mountains; elevation, 4,260 feet; population, 100,000; 100 miles of street railways; streets, 132 feet wide (including sidewalks, twenty feet wide), paved with Utah asphaltum; bordered with shade trees, and laid out at right angles; blocks 660 feet long. Along each side of the street is a clean, cold stream of water from the mountain canyons, which, with the beautiful shade trees, fruit orchards and gardens within the residence district, gives the city an air of romance and indescribable coolness, comfort and repose. Historically, it is a place of great interest, not only because it has witnessed the vigorous growth of one of the most peculiar religions known, from a mere handful of adherents, fifty years ago, to nearly a million believers, but because it came into life and was nursed in the wilderness of the far West, a thousand miles beyond the then farthest outpost of civilization. It was intended by its founders to be a community, and not a city, and was laid out with broad streets, and in blocks large enough for farms. But what was proposed was not realized—irresistibly a city grew upon the community site—a city as beautiful and prosperous as any in our land. Its situation, twelve miles distant from the shores of Great Salt Lake, in the elbow of the

mountains, with great peaks towering over it on the north and east, and a valley, rioting in foliage and plenty, stretching away for miles to the south and west, it is the most perfect a city ever had.

As a business place there is nothing to compare with it in any direction for six hundred miles. It is a great railroad center, with that greatness but half achieved; the largest smelting center by far in the world, and the middle of a productive and rapidly developing area that takes in the best part of the mining lands of the United States.

Whatever other cities have, Salt Lake has in some degree; and Salt Lake has many things possessed by no other place in the world.

The Great Salt Lake, with its marvelous bathing, is one of these, and the famous Temple of the Mormons—forty years in building—is another. This structure and the queer, round-roofed Tabernacle by its side are far-famed attractions. Then there are the broad, brook-lined streets, with their trimmings of trees, and the palatial homes of Utah's many millionaires, and the quaint old "dobies" and other styles of architecture that still remain to remind us of the times when the waste of desert was still to be redeemed, and when to live in Salt Lake was to toil and suffer and almost starve. These are among the sights that make Salt Lake City the most unique and interesting place to visit in all the West.

The cornerstone of the Salt Lake Temple was laid by Brigham Young on April 6, 1852, and the Temple was finished April 6, 1893. It is built of Utah granite; is $186\frac{1}{2}$ feet long, 99 feet wide, with walls $107\frac{1}{2}$ feet high. Three towers on east end, the center tower $222\frac{1}{2}$ feet to top of spire; the others 200 feet each; and three towers at the west end, the center tower 219 feet to top of spire; the others 194 feet. The walls of the building at the bottom are nine feet thick; at the top, six feet; the buttress seven feet thick. The structure rests upon a footing wall sixteen feet thick and eight feet deep. The figure on the top and surmounting its crown is an incandescent lamp of 100 candle-power. It represents the Angel Moroni sounding the trumpet of the

Gospel in the Latter-day dispensation. The cost of the structure was over \$4,000,000.

The Tabernacle is 250x150 feet, and 80 feet high, with egg-shaped roof; a gallery on three sides; the great pipe organ, pulpit and choir at west end; seats about 10,000. Large double doors at intervals around the whole building. First stone laid April 5, 1865; dedicated October 6, 1867; cost, \$300,000. Music is furnished by an unpaid church choir of five hundred mixed voices.

Assembly Hall is 120x68 feet; central tower is 130 feet from the ground; seats about 2,500 and cost \$150,000. It is used as an overflow meeting-house.

The wall around the Temple was completed August 15, 1854, and is 2,640 feet in length. The wall proper is ten feet high and three feet thick. The weight is 2,232,440 pounds. It was designed by Brigham Young and the purpose was for fortification against attacks by Indians.

Eagle Gate formerly led into Brigham Young's private grounds; also into City Creek Canyon, which was at that time a toll road.

The Lion and Bee Hive Houses, Amelia Palace, or Guardo House, were all built by Brigham Young for residences. The Bee Hive House is now occupied by the president of the Mormon Church.

The Brigham Young monument stands at the intersection of Main and South

Temple streets. It is of bronze and cost \$25,000, exclusive of the pedestal, which is of Utah granite, weighing some 120 tons.

The Great Salt Lake, a wonder of the world, is reached in half an hour's ride by rail to Saltair Beach, where stands the finest pavilion in the country, built in Moorish style, on ten-inch piles, 4,000 feet out into the lake. Its total length is 1,115 feet and greatest width 335 feet; height of top of main tower, 152 feet; dancing floor, 140x250 feet, without a single pillar; 620 bathrooms, illuminated by countless electric lights at night.

Great Salt Lake is eighty miles long by thirty-five miles wide. Trains leave daily, from June to September, every hour, beginning at 10.30 a. m.

On Antelope Island, in the Great Salt Lake, is one of the very few herds of buffaloes in the United States, with a project on foot to make the island the Government breeding place of these almost extinct animals; to preserve the American bison as he was when the country was discovered.

Salt Lake City is one of the best amusement and theatrical cities of its size in the West, and supports four first-class theaters, namely, the Salt Lake Theater, built under the direction of the late President Brigham Young, in 1861 and 1862; the New Grand Theater, the Orpheum and the Colonial.



SALTAIR BEACH, GREAT SALT LAKE

Taxicab Rates in Washington Prescribed by Law



NEW schedule of taxicab tariffs was adopted by the commissioners of the District of Columbia on May 12th, as follows:

In the city service, under Tariff No. 1, for one or two persons, the following rates are given:

For the first half mile or fraction thereof, 30 cents; each quarter mile thereafter, 10 cents; each six minutes of waiting, 10 cents.

Tariff No. 2, for three or more persons:

For the first third mile or fraction thereof, 30 cents; each sixth of a mile thereafter, 10 cents; each six minutes of waiting, 20 cents; rate per mile or fraction thereof for cabs traveling empty outside of the two-mile radius, hereafter described, 20 cents; carrying one trunk, 20 cents.

No charge shall be made for handbags or dress suitcases carried inside the cab, or for children under seven years of age. Additional baggage, for each piece, 20 cents.

The city service tariffs apply only to distances of more than a mile. The minimum price for city service for a mile or fraction thereof shall be 50 cents.

No charge shall be made for going or returning to or from any point within two miles of the garage from which the cab is ordered, when such distance is traveled

without passenger or passengers. Within this radius the motor shall not begin to register until the cab has been entered by its passenger, except that delay may be charged at tariff rates. The distance traversed by the empty cab outside of the two-mile radius shall be paid for at the prescribed tariff.

Cabs going to or from the Union Station, or from any garage to any point within a radius of two miles of such station or garage, shall charge for the distance covered in transit to such point while carrying a passenger, but shall not impose additional charge for distance covered when traveling empty. Distances beyond the two-mile limit shall be charged for at the rate prescribed in the tariff.

Taxicab service from any point within two miles of any garage, to any theater and return, shall be not more than \$3 for one or two persons, nor more than \$4 for three, four or five persons; and there shall be no other charge; provided, that the journey between the point of call and the theater shall be made without delay. Any delay en route, while going or returning, shall be charged for at the rate of \$1 an hour.

The penalty for each violation of this schedule of rates shall be a fine of not less than \$5 nor more than \$25, or imprisonment not exceeding thirty days.



TAXICABS AT WASHINGTON



Stub Ends of Thought

By ARTHUR G. LEWIS.



IT is far better to ride a hobby than to nurse a misfortune.

EVERY dog must have his bone. Don't disturb him—get one for yourself.

TRUTH may be as violently violated by silence as by expressed falsehood.

IT is but a dirty dishonesty that takes refuge behind a temporary advantage.

WITHOUT self-restraint we drift helplessly and hopelessly upon the tide of impulse.

MOST of the power we possess comes from the love we hold, or have lost and remember.

IT is not enough that we be simply consistent, but earnestly true to our convictions.

LONELINESS builds a wall of self-isolation around us that only companionship can scale.

ONLY that love which we fear to lose faithfully represents the affection that we hope to retain.

SOME of us attempt to cover with an exhibition of temper the weakness of our pacific position.

THE right way to measure a man is around the heart, first, thence through sincerity to judgment.

WHEN we face the exception of fame the rule of obscurity ostracizes a condition it cannot reach.

OPPORTUNITY consists only of that condition which we take advantage of or neglect to recognize.

INDIVIDUALITY is the wall that bars out a man from his fellows and separates him from the sympathy of being understood.

A Toast

By ARTHUR G. LEWIS

Here's to the friends we have loved and known,
In the dear old days that have passed away;
And, here's to the flowers that have lived and blown,
Yet now bloom again in new life to-day.
God bless the memories of other days,
May the merciful head of Heaven bend
Towards all those whom the years have tried,
And proved the friendship of our friends.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

TRAINS "EVERY HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 22, 1908. EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 DAILY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON, NEW UNION STA ..	7.00	9.00	9.00	11.00	1.00	3.00	5.00	9.00	12.15	2.52
Lv. BALTIMORE, CAMDEN STATION ..	7.55	9.50	9.52	11.50	1.55	3.48	6.00	10.00	1.15	3.46
Lv. BALTIMORE, MT. ROYAL STATION ..	8.00	9.54	9.57	11.54	1.59	3.52	6.05	10.05	1.25	3.51
Ar. PHILADELPHIA ..	10.15	11.50	12.11	2.02	4.05	5.50	8.19	12.40	3.50	6.00
Ar. NEW YORK, LIBERTY STREET ..	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.52	6.22	8.32
Ar. NEW YORK, 230 STREET ..	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 22, 1908. WESTWARD	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
Lv. NEW YORK, 230 STREET ..	11.50	---	7.50	9.50	11.50	1.50	3.50	5.50	8.50
Lv. NEW YORK, LIBERTY STREET ..	1.30	---	8.00	10.00	12.00	2.00	4.00	6.00	7.00
Lv. PHILADELPHIA ..	4.15	8.15	10.17	12.30	2.17	4.18	6.12	8.31	9.21
Ar. BALTIMORE, MT. ROYAL STATION ..	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23
Ar. BALTIMORE, CAMDEN STATION ..	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27
Ar. WASHINGTON, NEW UNION STA ..	7.50	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 22, 1908. WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
								NOTE.
Lv. NEW YORK, 230 STREET ..	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	---
Lv. NEW YORK, LIBERTY STREET ..	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	---
Lv. PHILADELPHIA ..	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	---
Lv. BALTIMORE, MT. ROYAL STATION ..	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	---
Lv. BALTIMORE, CAMDEN STATION ..	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM	---
Lv. WASHINGTON, NEW UNION STA ..	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	---
Ar. DEER PARK HOTEL ..	---	---	---	---	---	---	---	---
Ar. PITTSBURG ..	---	---	6.45 AM	---	8.42 PM	6.25 PM	8.50 AM	Lv 5.25 PM
Ar. OLEVELAND ..	---	---	12.00 NN	---	---	---	---	---
Ar. WHEELING (EASTERN TIME) ..	---	5.35 AM	---	---	---	9.00 PM	---	Lv 5.15 PM
Ar. COLUMBUS (CENTRAL TIME) ..	---	8.45 AM	---	---	---	---	---	9.25 PM
Ar. OHIOAGO ..	---	5.15 PM	---	---	9.45 AM	---	---	7.30 AM
Ar. OINCINNATI ..	8.05 AM	---	---	5.35 PM	---	1.45 AM	---	---
Ar. INDIANAPOLIS ..	11.45 AM	---	---	10.35 PM	---	8.35 AM	---	---
Ar. LOUISVILLE ..	11.50 AM	---	---	9.35 PM	---	7.20 AM	---	---
Ar. ST. LOUIS ..	5.50 PM	---	---	7.40 AM	---	1.40 PM	---	---
Ar. OHATTANOOGA ..	7.30 PM	---	---	6.40 AM	---	---	---	---
Ar. MEMPHIS ..	11.25 PM	---	---	8.35 AM	---	---	---	---
Ar. NEW ORLEANS ..	10.55 AM	---	---	8.15 PM	---	---	---	---

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 22, 1908. EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY
Lv. CHICAGO ..	---	---	5.00 PM	10.40 AM	---	---	8.30 PM
Lv. COLUMBUS ..	---	---	---	7.00 PM	---	---	---
Lv. WHEELING (EASTERN TIME) ..	---	5.00 PM	---	12.25 AM	---	---	10.50 AM
Lv. OLEVELAND ..	---	---	7.30 PM	---	3.00 PM	---	---
Lv. PITTSBURG ..	---	---	8.00 AM	---	10.00 PM	---	---
Lv. ST. LOUIS ..	* 9.00 AM	1.45 AM	---	---	---	* 6.00 PM	1.15 PM
Lv. LOUISVILLE ..	2.10 PM	8.10 AM	---	---	---	9.20 PM	---
Lv. INDIANAPOLIS ..	3.00 PM	* 8.05 AM	---	---	---	2.30 AM	---
Lv. OINCINNATI ..	* 6.35 PM	12.15 PM	---	---	---	4.12 AM	---
Lv. NEW ORLEANS ..	---	9.15 AM	---	---	---	8.00 AM	---
Lv. MEMPHIS ..	---	8.35 PM	---	---	---	7.10 PM	---
Lv. OHATTANOOGA ..	4.45 AM	11.35 PM	---	---	---	6.35 AM	---
Lv. DEER PARK HOTEL ..	---	---	---	---	---	---	---
Ar. WASHINGTON NEW UNION STA ..	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM
Ar. BALTIMORE, CAMDEN STATION ..	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM
Ar. BALTIMORE, MT. ROYAL STATION ..	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	11.25 AM
Ar. PHILADELPHIA ..	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM
Ar. NEW YORK, LIBERTY STREET ..	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM
Ar. NEW YORK, 230 STREET ..	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York. Drawing Room Sleeping Car Richmond, Va., and Washington to Philadelphia.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington. Drawing Room Sleeping Car Philadelphia to Richmond, Va., daily.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarkeburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Painesburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Philadelphia to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. D. CRAWFORD, City Ticket Agent.
 G. W. SQUIGGINS, City Passenger Agent; G. W. PAINI, Passenger Agent; C. W. ALLEN, Traveling Passenger Agent.
 Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent;
 E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 241 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent;
 W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building,
 A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue,
 F. J. EDDY, Ticket Agent; Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent;
 H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent;
 J. B. LOHMAN, City Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot
 Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo 11.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling
 Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent.
 Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
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LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent;
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MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
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 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN,
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PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent.
 403-5 7 5th Avenue, W. S. MILLER, City Ticket Agent; A. J. SMITH, City Passenger Agent. Station, Cor. Smithfield and
 Water Streets, S. J. HUTCHISON, Ticket Agent.
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 J. LEWIS, JR., Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent;
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 Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

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C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.

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Baltimore & Ohio

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GIVING
MUCH INFORMATION
AND
CONTAINING A
COMPLETE LIST
OF HOTELS AND
BOARDING-HOUSES
ALONG THE LINE
EAST OF THE
OHIO RIVER
AND AMONG THE

Alleghany Mountains

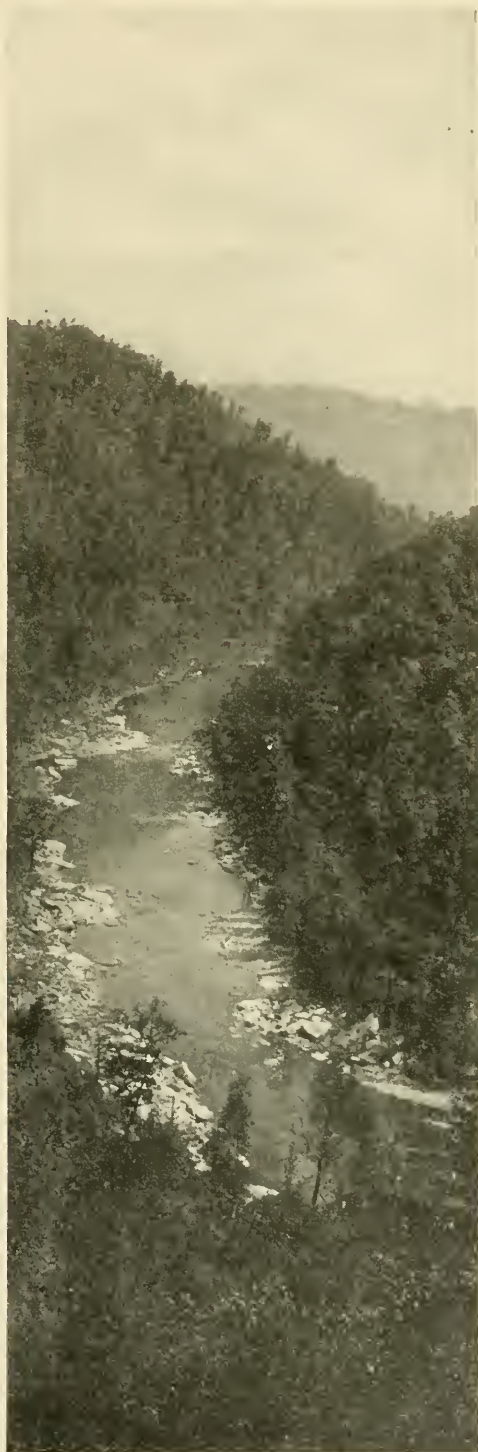
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To
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From

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CLEVELAND
WHEELING
PITTSBURG
BALTIMORE
PHILADELPHIA
NEW YORK

Express Trains "Every Hour on the Hour"

From Baltimore to Washington
7.00 a.m. to 8.00 p.m. week days
From Washington to Baltimore
7.00 a.m. to 11.00 p.m. week days

ROYAL BLUE TRAINS

"Every Odd Hour"

Washington to New York

"Every Even Hour"

New York to Washington

BALTIMORE & OHIO

TO

RICHMOND, VA.

THROUGH PULLMAN

Drawing-room Parlor Cars

Daylight Runs

BETWEEN

New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY EXCEPT SUNDAY, VIA

**Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad**

SOUTHBOUND

Lv NEW YORK, 23d St. Terminal.. 1.50 pm
Lv NEW YORK, Liberty St..... 2.00 pm
Lv PHILADELPHIA,
24th and Chestnut St. Station .. 4.16 pm
Lv BALTIMORE, Mt. Royal Station 6.09 pm
Lv BALTIMORE, Camden Station.. 6.16 pm
Ar WASHINGTON, Union Station.. 7.00 pm
Lv WASHINGTON, Union Station.. 7.35 pm
Ar RICHMOND, Elba Station.....10.45 pm

NORTHBOUND

Lv RICHMOND, Byrd St. Station....12.01 a'n
Ar WASHINGTON, Union Station.. 2.45 pm
Lv WASHINGTON, Union Station.. 3.00 pm
Ar BALTIMORE, Camden Station.. 3.44 pm
Ar BALTIMORE, Mt. Royal Station 3.52 pm
Ar PHILADELPHIA,
24th and Chestnut Streets..... 5.50 pm
Ar NEW YORK, Liberty Street 8.00 pm
Ar NEW YORK, 23d Street 8.10 pm

**New York to Richmond Only 8 Hours 45 Minutes
Richmond to New York Only 8 Hours**

ONLY 5 HOURS

IN EACH DIRECTION BETWEEN

New York and Washington

ON THE

"ROYAL BLUE FLYER" AND "ROYAL LIMITED"

BALTIMORE & OHIO

TO

RICHMOND, VA.

THROUGH PULLMAN

Drawing-room Sleeping Cars

BETWEEN

PHILADELPHIA
BALTIMORE
WASHINGTON
and RICHMOND, VA.

DAILY VIA

**Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad**

SOUTHBOUND

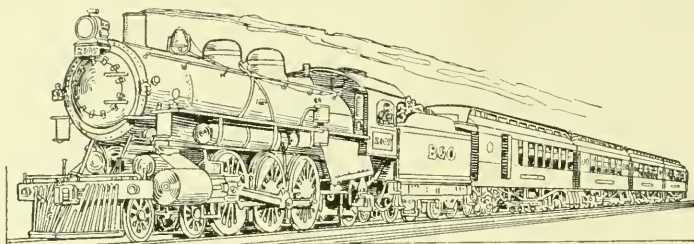
Leave Philadelphia, 24th and Chestnut St. Station...	9.21 pm
Leave Baltimore, Mount Royal Station	11.23 pm
Leave Baltimore, Camden Station	11.32 pm
Arrive Washington, Union Station	12.22 am
Leave Washington, Union Station	4.20 am
Arrive Richmond, Byrd St. Station	7.50 am

NORTHBOUND

Leave Richmond, Byrd St. Station	8.20 pm
Arrive Washington, Union Station	11.50 pm
Leave Washington, Union Station	12.15 n't
Arrive Baltimore, Camden Station	1.05 am
Arrive Baltimore, Mount Royal Station	1.25 am
Arrive Philadelphia, 24th and Chestnut Sts.	3.50 am

Passengers may remain in car at Philadelphia undisturbed
until 7.30 a. m.

“FINEST DAY TRAIN IN AMERICA”



ROYAL BLUE LINE

— THE — “Royal Limited”

S P L E N D I D
A P P O I N T M E N T S

THE best-appointed trains between Washington, Baltimore, Philadelphia and New York are those of the Royal Blue Line, leaving Washington “Every Odd Hour” and New York “Every Even Hour” during the day.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the “Royal Limited,” making the run in each direction in **FIVE HOURS**.

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and an excellent table d’hôte dinner is served.

☐ Lighted by electricity throughout.

☐ Electric fans in all cars.

— THE — “Royal Limited”

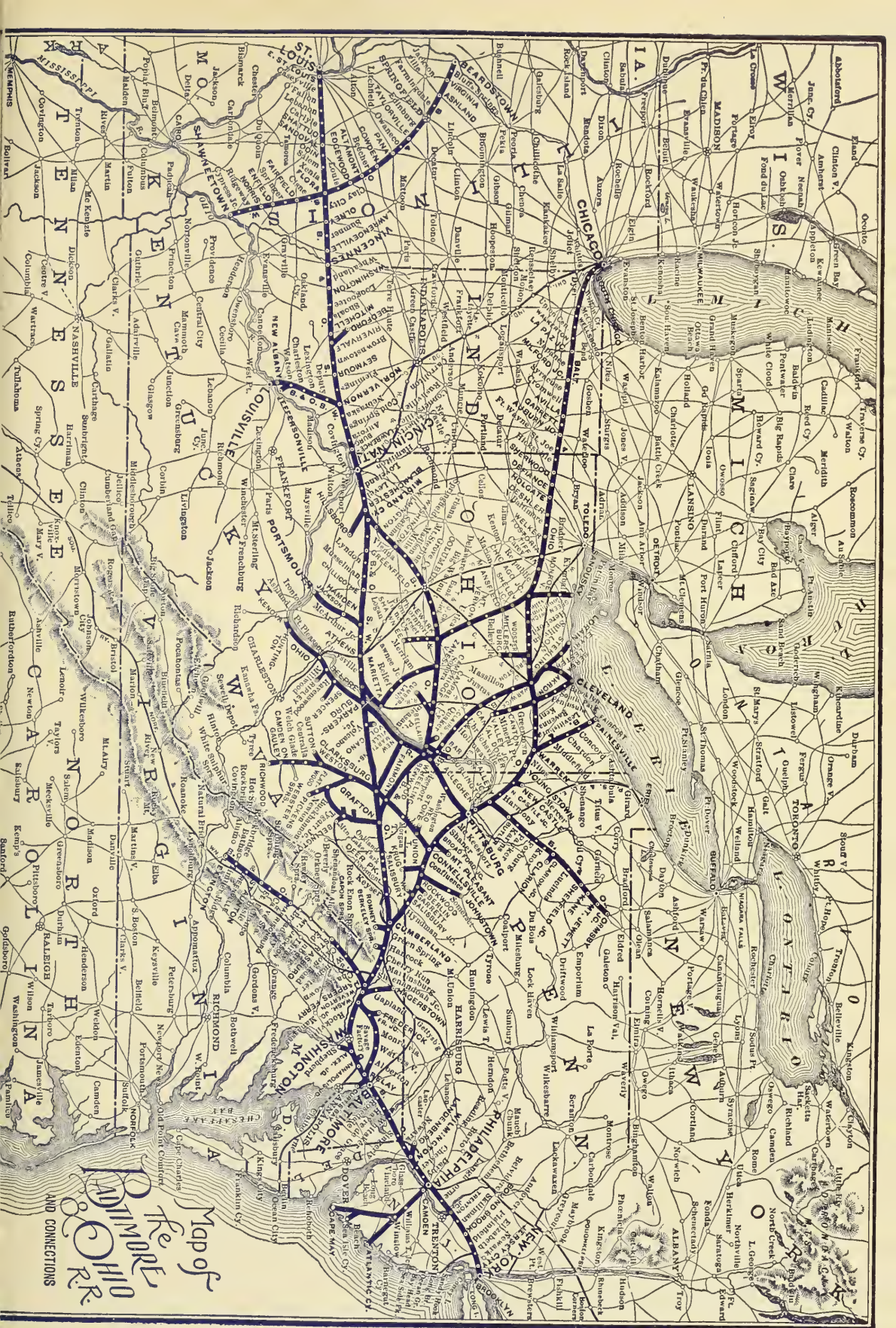
C O N V E N I E N T
S C H E D U L E S

NORTHBOUND

Lv. Washington.....	3.00 pm
New Union Station.	
Ar. Baltimore.....	3.44 pm
Camden Station.	
Lv. Baltimore.....	3.48 pm
Camden Station.	
Lv. Baltimore.....	3.52 pm
Mt. Royal Station.	
Ar. Wilmington.....	5.17 pm
Ar. Philadelphia.....	5.50 pm
24th and Chestnut.	
Ar. New York.....	8.00 pm
Liberty Street.	
Ar. New York.....	8.10 pm
23d Street.	

SOUTHBOUND

Lv. New York.....	3.50 pm
23d Street.	
Lv. New York.....	4.00 pm
Liberty Street.	
Lv. Philadelphia.....	6.12 pm
24th and Chestnut.	
Lv. Wilmington.....	6.44 pm
Ar. Baltimore.....	8.09 pm
Mt. Royal Station.	
Ar. Baltimore.....	8.13 pm
Camden Station.	
Lv. Baltimore.....	8.16 pm
Camden Station.	
Ar. Washington.....	9.00 pm
New Union Station.	



Map of
the
RAILROADS
AND CONNECTIONS

Baltimore

Ohio

ALL TRAINS VIA WASHINGTON
STOP-OVER PRIVILEGE

R.R.

EAST AND WEST



CALENDAR - 1909



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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22	23	24	25	26	27	28	20	21	22	23	24	25	26	27	28	29	30	31
29	30	31	27	28	29	30

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO,
C.W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE ROYAL BLUE



ALASKA-YUKON-PACIFIC EXPOSITION

ATLANTIC CITY

AND COAST RESORTS



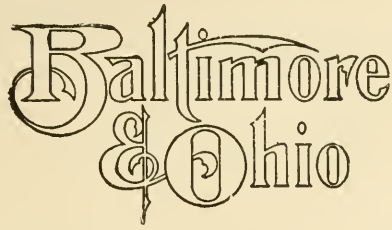
SPECIAL EXCURSIONS

From points east of the Ohio River

June 24, July 8 and 22, August 5 and 19, September 2

From points west
of the Ohio River **August 12**

SUMMER TOURIST TICKETS ON SALE



Special Excursions and Conventions—1909

Atlantic City, Cape May, Sea Isle City, Ocean City, N. J., Ocean City, Md., and Rehoboth Beach, Del.—*East of the Ohio River*, Special Low-Rate Excursions June 24th, July 8th and 22d, August 5th and 19th and September 2d.
West of the Ohio River, August 12th.

Cincinnati, O.—North American Gymnastic Union—National Gymnastic Festival—June 19th to 27th.

Denver, Colorado Springs or Pueblo, Colo.—National Educational Association, Denver, July 5th to 9th.

Los Angeles, Cal.—Grand Lodge B. P. O. E., July 11th to 17th.
American Pharmaceutical Association, August 16th to 28th.

Portland, Ore.—Northern Baptist Convention, June 25th to July 2d.

St. Paul, Minn.—United Society of Christian Endeavor, International Convention, July 7th to 12th.

Salt Lake City, Utah—G. A. R. National Encampment, August 9th to 14th.

Seattle, Wash.—Alaska-Yukon-Pacific Exposition, June 1st to October 16th.
Woman's Suffrage National Association, July 1st to 7th.
Epworth League International Convention, July 7th to 12th.
Sovereign Grand Lodge, I. O. O. F., September 20th to 25th.

Spokane, Wash.—National Irrigation Congress, August 9th to 14th.

For full information as to rates, etc., apply at ticket offices

Baltimore & Ohio Railroad Co.

Deer Park Hotel

AND COTTAGES

DEER PARK, MARYLAND

On the Crest of the Alleghanies



Delightful Summer Resort in the "Glades" of the Alleghanies

This famous hostelry on the high plateau of the Alleghany Mountains, known as the "Glades," will open June 26, 1909, after a complete renovation of the entire property.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea-level, out of reach of malaria and mosquitoes. The hotel buildings are located in a magnificent park of 500 acres of forest and lawn. Miles of perfectly kept roadways afford delightful motoring and driving.

The hotel is thoroughly modern as to improvements and equipment, with bowling alleys, billiard rooms, tennis courts, golf links, swimming-pools, livery, etc., and the excellent cuisine has always been a matter of most favorable comment. No mountain resort equals it for accessibility—only eleven hours' ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The dining car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager

B. & O. R. R. Building, Baltimore, Md. (until June 1)

Afterward Deer Park, Maryland

BOOK OF THE ROYAL BLUE

JUNE, 1909

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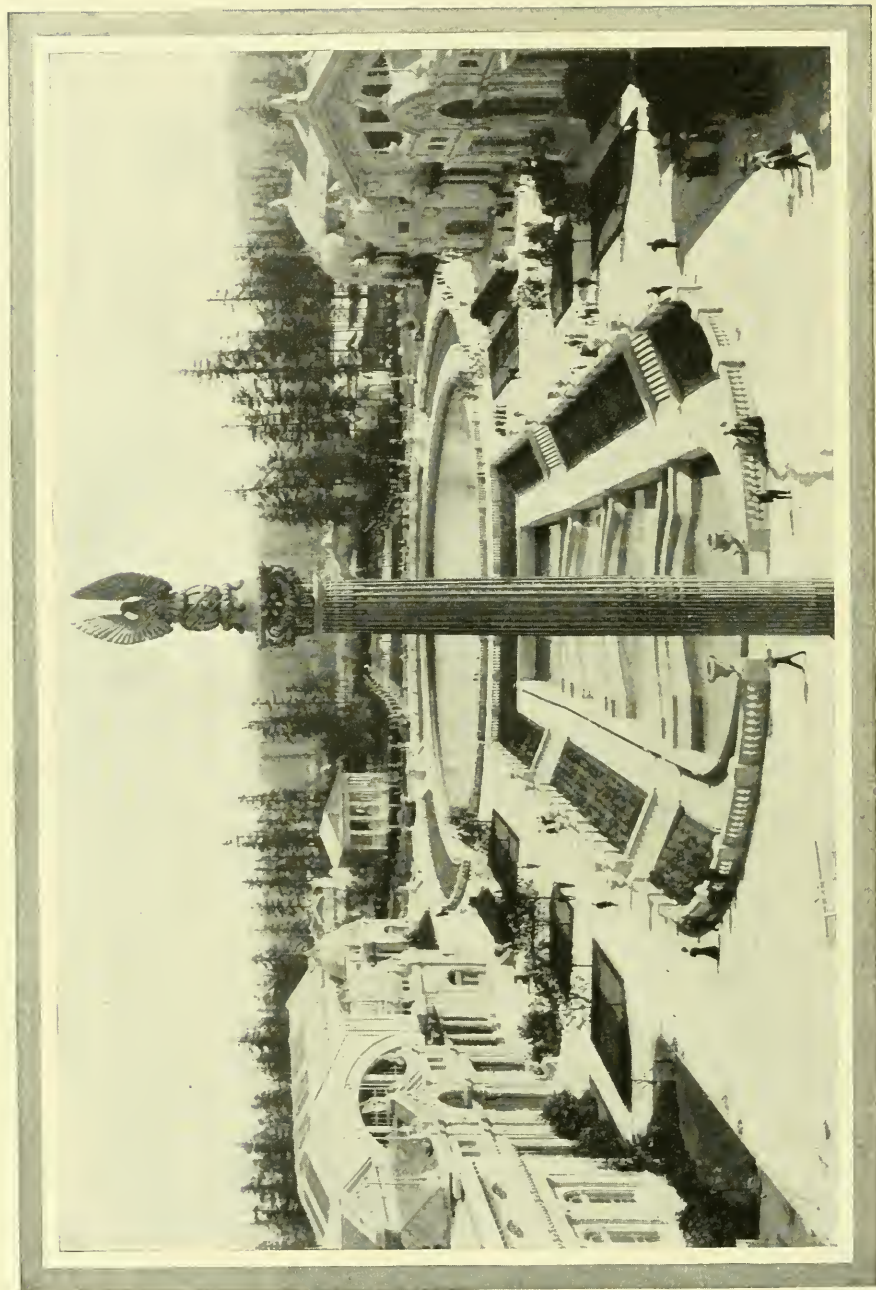
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PRICE, 5 CENTS.

50 CENTS PER YEAR.



THE COURT OF HONOR, ALASKA-YUKON-PACIFIC EXPOSITION, SEATTLE

By Permission Great Northern Railway

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XII

BALTIMORE, JUNE, 1909

No. 9

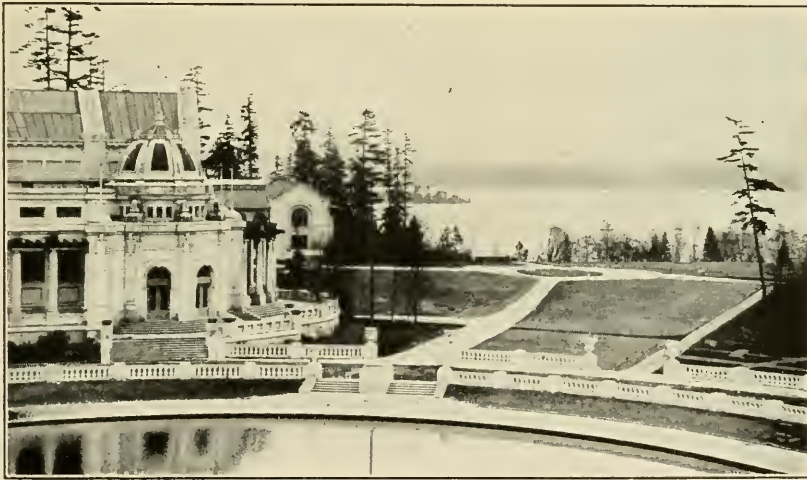
Alaska-Yukon-Pacific Exposition, Seattle



THE Alaska-Yukon-Pacific Exposition, which was opened at Seattle, Wash., on June 1st, to continue until October 16th, has awakened a new interest in the Northwest country, and the low railroad fares in effect on account of the exposition will stimulate this interest. To those living in the Eastern

opportunities of seeing other Pacific Coast cities, including Spokane, Wash., Portland, Ore., or San Francisco; and the limits on tickets give ample time to those who can find time to explore all the wonders of the far West.

The primary purpose of the exposition is to exploit the resources of the Alaska-Yukon territory of the United States and the Dominion of Canada, and to impress



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THE SNOW-COVERED OLYMPICS ARE IN PLAIN VIEW

and Middle States, a journey beyond the western range of mountains is generally considered prohibitory, because of the great distance and expense. Modern train service, however, annihilates time, and the combination of low fares and fast trains naturally arouses a desire to investigate the mysteries of a territory which has progressed more rapidly than any other portion of our country in a given time.

The rates to Seattle and return offer

upon the people of the world the vast importance of our trade with all countries bordering on the Pacific Ocean. It is intended to demonstrate in the most graphic manner possible the marvelous progress of the great Northwest, where an estimated population of 8,000,000 people live within a radius of 1,000 miles of Seattle.

National expositions every few years are good things for the education and amusement of a community. The Chicago and



MOUNT INDEX, WASHINGTON

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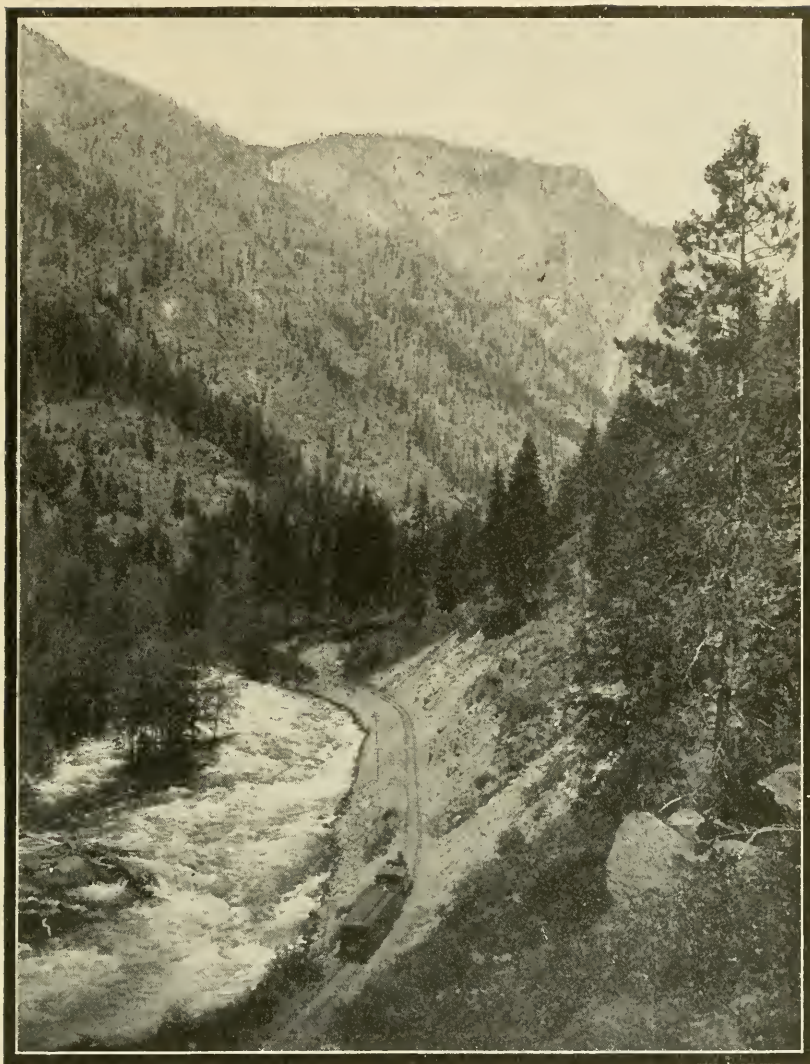
St. Louis expositions were world's fairs; the Atlanta Exposition exploited the South; the Buffalo Exposition was a Pan-American affair, and the Jamestown Exposition, at Norfolk, celebrating the anniversary of English-speaking people in America, was practically a nautical exposition, presenting as its greatest attraction the beautiful waters of Hampton Roads and display of warships.

The Alaska-Yukon-Pacific Exposition, if it follows traditions, will be most interesting from the exploitation of the anthropology of the Northwestern country, its people and customs, its mines, fisheries and other industries. In addition to these are the opportunities for exhibits from Japan, China, Hawaii and the Philippines, all of which have arranged to send good exhibits, with men and material, to demonstrate their handicraft and to encourage and promote commercial intercourse. Canada, of course, will exploit her unlimited resources, and foreign countries that have commerce on the Pacific Ocean will also be represented.

The exposition, which cost in the neighborhood of \$10,000,000, was finished when it opened on June 1st, as Seattle had been preparing for it for a number of years. The decorative scheme of the grounds is much the same as all other expositions,

embracing the usual Machinery Hall, Transportation, Forestry, United States Government, Fisheries, Mines, Agriculture and Manufacturing buildings. The Cascade and Geyser Basin form the center of the general scheme; surrounding them are the sunken gardens, rich in flowers. Standing at the head of Cascade Court on a clear day and looking out Rainier Avenue, the snow-capped peak of Mount Rainier, the highest mountain peak in the United States, 14,363 feet high, is beautifully outlined eighty miles away. Mount Rainier is south of the exposition grounds; to the northeast are the Selkirk Mountains, and to the west the snow-capped heads of the Olympics make a rugged outline against the sky. In the immediate foreground are Lakes Washington and Union, on the shores of which the exposition is built. Over the narrow neck of land which divides the salt water from the fresh, Puget Sound comes in from the ocean, a great inland sea of itself, that lies between two mountain ranges and brings the commerce of the world to Seattle's door.

The "Court of Honor," around which the entire exposition is built, is a beautiful combination of architecture and symbolic sculpture, to which has been added the



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TUMWATER CANYON, CASCADE MOUNTAINS, WASHINGTON

magic touch of the landscape artist and the genius of the electrical engineer. The Court of Honor comprises the Exposition Monument, Cascade Court and Geyser Basin. The monument is a Corinthian column, supporting an ornamental shaft, carrying an astronomical globe, showing the signs of the zodiac, upon which is perched an American eagle. The shaft is eighty feet high and entirely covered with pure gold from the Alaska-Yukon territories. It required \$7,000 worth of gold dust to decorate it.

Mysterious names—mysterious to the students of geography—have been appropriately chosen to designate locations; for

instance, "Arctic Circle" incloses Geyser Basin; to the west of it is the "Klondike Circle," very naturally close to "The Pay Streak," which is the street of small concessions and catch-penny devices, of the kind which, having proved such a success at Chicago, have been followed at all expositions since. To the east of the Arctic Circle is the "Nome Circle," and the avenues have been appropriately named "Alaska," "Yukon," "Pacific," "Olympic," "Rainier," "Washington," "Union," "Vancouver," "Hood," "Puget"—all familiar names to the Northwest.

As to the city of Seattle, it is the largest

ALASKA-YUKON-PACIFIC EXPOSITION, SEATTLE



Seattle from Elliot Bay

On Capital Hill
SCENES IN SEATTLE, WASH.By Permission Great Northern Railway
Second Avenue



AVALANCHE BASIN, LAKE McDONALD

By Permission
Great Northern Railway

city in the State of Washington, and like many other Western cities it began its existence as a sawmill in a thickly wooded territory. It lies on Elliott Bay of Puget Sound and boasts of a superb harbor; its growth was remarkable, having jumped from a population of 80,600, in 1900, to approximately more than 250,000 at the present time. Its excellent ocean facilities bring it in quick touch for commerce between China and Japan. The bulk of Alaskan trade comes through Seattle. From a picturesque point of view its suburbs present an incomparable prospect of wild and rugged scenery with dense forests. The Olympic range of mountains is close by with Mount Rainier in clear view. It is an ideal city for tourists, as many recrea-

tion places are quickly and conveniently reached therefrom.

Seattle is amply provided with hotels and lodgings for the accommodation of visitors to the exposition and there will be no hotel on the exposition grounds. A novel exposition feature will be a fleet of houseboats on Lake Washington for rent at reasonable prices, which are furnished with necessary equipment for housekeeping and can be anchored near the grounds or some distance away.

Among the many conventions which will be held in Seattle during the summer are the National Woman's Suffrage, July 1st to 7th, Epworth League International Convention, July 7th to 12th, and the Sovereign Grand Lodge, I. O. O. F., September 20th to 25th.

Tacoma, Wash.



TACOMA lies forty-one miles south of Seattle and is sure to share in the glories of the exposition; it is built along the water front of Commencement Bay of Puget Sound and lying near to the great timber area of the

Pacific Coast, where rail and water facilities have given exceptional advantages to ocean commerce and have aided the building of immense lumber mills. It has a population of about 100,000 and with Seattle will form a double combination in Washington to compete for the commerce of the Pacific Ocean with Portland in Oregon.



By Permission Great Northern Railway

CHAMBER OF COMMERCE BUILDING, PORTLAND, ORE.

Portland, Ore.



PORTLAND is appropriately named the "Rose City," because of the vast quantities of these beautiful flowers which adorn the city and furnish the background for the Rose Festival each year. It is a city of great charm, lying amid landscape of hill and dale, beautiful rivers and verdant flowers, in the shadow of the magnificent mountains of Hood and St. Helena, perpetually snow-clad. Its early history is enveloped in romance and adventure characteristic of the Northwestern country. The first clearly authenticated visit to the North Pacific Coast was made by the Spaniards in 1535. In 1792 Capt. Robert Gray, in the American ship "Columbia," discovered the mouth of the mighty river, and ascended it some twenty-five miles, bestowing upon it the name of his ship, "Columbia."

At the time of the Louisiana Purchase, President Jefferson became interested in the mysteries of the Northwest, and in 1805 sent Lewis and Clarke from St. Louis to explore the region. They went to the mouth of the Columbia River, passing by the present site of Portland. The one hundredth

anniversary of this occasion was fittingly commemorated by the Lewis and Clarke Exposition held in 1905.

Portland now claims a population of nearly 250,000, which is steadily increasing at the average rate of 18,000 a year. Lying at the junction of the Columbia and Willamette rivers, it is connected with every part of the great Northwestern region, comprising the three States of Oregon, Washington and Idaho, by water-level lines of communication. It is the only fresh-water port of the Pacific.

It has a rare climate, notwithstanding it is in the same latitude as South Dakota, Wisconsin and New York. It is protected by the great mountains to the east and has the balmy Pacific Ocean breezes, which are warmed by the Japan Current. It is claimed the thermometer never gets as low as zero and rarely goes over 85 degrees in the summer-time. The average temperature in July is 67 degrees; in January 42 degrees, and the annual rainfall averages forty inches. It is because of these fine climatic conditions the roses grow in such profuse quantities.

The Northern Baptist Convention will be held at Portland from June 25th to July 2d.



SPOKANE FALLS, SPOKANE, WASH.

By Permission
Great Northern Railway

Spokane, Wash.



SPOKANE lies in the heart of a great basin between the Cascade and Rocky Mountain ranges, known as the Inland Empire. It was originally a Northwest Fur Company post, being established in 1811, in opposition to Astoria, which was founded by John Jacob Astor in the same year. As a city of proportions, it was started in 1873 and incorporated in 1883, and now has a popu-

lation of over 100,000. It lies about 339 miles directly east of Seattle, and visitors from the East to the Alaska-Yukon-Pacific Exposition will have the opportunity of seeing this beautiful city en route.

The Inland Empire referred to is a region of land suitable for dry farming and irrigation farming and is rich in minerals.

The National Irrigation Congress has appropriately chosen Spokane as the meeting place of its convention from August 9th to 14th.



By Portland and Grand Rapids Railway

GREAT FALLS AND GRAND CANYON



SITKA, ALASKA

By Permission Great Northern Railway

Information for Western Tourists

OREGON COUNTRY, INCLUDING STATES OF OREGON AND WASHINGTON

- 1592—De Fuca entered Puget Sound.
- 1778—Caran named Big River "Oregon."
- 1791—Captain Gray of Boston named it "Columbia."
- 1803—Louisiana purchase completed.
- 1804—Lewis and Clarke expedition left St. Louis.
- 1805—Lewis and Clarke reached mouth of Columbia River, November 14th.
- 1812—Astoria founded.
- 1812—British took possession.
- 1818—Restored to United States. Negotiations commenced on boundary line.
- 1819—Spain ceded her rights to United States.
- 1824—Boundary negotiations resumed.
- 1846—Boundary settled.
- 1848—Congress created Oregon Territory—governorship offered to, but declined by, Abraham Lincoln.
- 1853—Washington taken out of Oregon.

- 1859—Oregon was made a State.
- 1889—Washington was made a State, November 11th.

ALASKA TERRITORY

- Contains approximately 600,000 square miles.
- Has river (Yukon) navigable 2,000 miles, which discharges more water than the Mississippi.
- Another (Kuskoquin), navigable 600 miles.
- Has coastline—including the Aleutian Islands—of 18,000 miles.
- Has its extreme point only forty-two miles from Asiatic territory, Unalaska, on one of the islands, being farther west than Honolulu.
- Cost United States, in 1867, \$7,200,000.
- Paid United States in revenue in thirty-nine years \$11,000,000.
- Produced in gold \$125,000,000.
- Produced in furs \$80,000,000.
- Produced in fish \$96,000,000.



MINNEHAHA FALLS

Permission
Hudson's Directory



MT. VERNON, THE

Mt. Vernon, the Ho



AT Mt. Vernon, Va., is the mansion of Washington, occupying a beautiful site overlooking the Potomac River, sixteen miles south of Washington, D. C. The house is of wood, cut and painted to resemble stone; it is surrounded by beautiful, shaded lawns, gardens and porches, and is a magnificent type of an old Virginia home of colonial days.

The house was built in 1743 by Lawrence, a half brother of George Washington. It was originally called "The Hunting Creek Estate," but changed to "Mt. Vernon" in honor of Admiral Vernon, under whom Lawrence had served against Spain. On the death of Lawrence and of his only daughter, George Washington inherited the site and went to live there soon after his marriage in 1759.

After the surrender at Yorktown, Washington returned to Mt. Vernon, and again after his terms as president, living there in dignified retirement as a private citizen until his death in 1799. The association of Washington with the place during his life time and the presence of his tomb there have made Mt. Vernon a shrine of patriotism.

In 1855, John Augustine Washington, a relative of the great patriot in a collateral line, without means to maintain it, offered it for sale, and Ann Pamela Cunningham, of South Carolina, with that indomitable patriotism so often attributed to the South, resolved to save the Washington home as a permanent shrine of patriotism. She devoted herself to the tremendous task of raising \$200,000 required for the purpose.

She succeeded, and in 1860 it became the property of the Mt. Vernon Ladies' Association. Portions of the original estate which had been sold were again acquired and buildings which had fallen into ruin were restored, and the mansion itself repaired; and to-day Mt. Vernon is never overlooked by patriotic citizens of the United States visiting Washington.

The restoration, equipment and keeping of the various ruins have been intrusted to the care of women of different States and each room displays the respective coats-of-arms of the States which are intrusted with this honor.

Relics of the Washingtons are displayed in each room. In the main hall is the key of the Bastille, sent by Lafayette to Washington after the capture of the prison.



THE WASHINGTONS

f the Washingtons

Here also are three of Washington's swords, significantly inscribed. In the east parlor or music room is the harpsichord, which was Washington's bridal present to Nellie Custis. In the cabinets are various articles used by the Washington family. The family dining-room is adorned with a Chippendale sideboard, which belonged to Washington, and a liquor case presented to him by Lord Fairfax. In Mrs. Washington's sitting-room is a mirror on a card table and a mirror used in the Philadelphia house occupied by the Washingtons, with a framed copy of the Washington pedigree.

In the banquet hall is a mantel-piece of Carrara and Siena marble, presented to Washington by Samuel Vaughan, of London. This mantel-piece, it is said, was taken by French pirates, on its way to America, who, when they learned that it belonged to Washington, sent it to its destination uninjured.

In the banquet hall are many notable paintings and many relics on the sideboard and in the cabinets.

Washington died in what is known as the south bedroom and the furniture is almost entirely the original furniture used by him. Mrs. Washington's room is in

the attic. After the death of General Washington the south bedroom was closed, in accordance with a custom of the time, to be left vacant for the space of three years; and Mrs. Washington occupied the room directly above, choosing it because the dormer window overlooked the grave of her husband; and it was here that she died.

In addition to the family rooms are Lafayette's room, which was occupied by the marquis when he was a guest; the river room, overlooking the river; the Connecticut room; the North Carolina room; the District of Columbia room; the Rhode Island room, in the restored east quarters, and the Tennessee room.

In the kitchen is the old-fashioned open fireplace, in which the crane still hangs and the brick oven is well preserved.

The tomb of Washington is on the grounds of the estate. It is a severely plain structure of brick with an arched gateway in front, above which the marble slab is inscribed: "Within the inclosure rests the remains of General George Washington." Above the door of the tomb are the words: "I am the resurrection and the Life; he that believeth in Me, though he were dead, yet shall he live."

Strength and Glory

By ADELBERT CLARK

Glory and strength are due to him
Who seeks them day by day.
By holy love and thoughts sincere
His fears are driven away.
He swings the scythe with sinewy hands—
The flowers are at his feet
And fill his soul with rapturous joy
Amid the summer's heat.

The strength of the hills is his, behold!
For with each mighty stroke
His keen axe sings a triumph-song
And fells the stately oak.
And everywhere dame Nature yields
Her sweetest gifts to him,
And twilight gives him blessed sleep
When all the world grows dim.

Yes, strength and glory are due for him
Who seeks them day by day.
God gives him victory in the right
And courage for the fray.
God helps him face the sinful world
And smite each subtle wrong,
And keeps him glad from morn till night
With love, and work, and song.

With Rod and Reel

From Washington (D. C.) "Post," June 7th

I'se gwine down de ribber,
Ter try en git some bait,
En fro dis line o'board,
En wait, en wait, en wait.

I'se gwine ter tie de boat loos,
En straddle cross de sate,
Den fro de line en hook out,
En wait, en wait, en wait.

De catfish he jis nibble,
Den run at libely gait,
Dis nigga den 'll pull 'em,
En wait, en wait, en wait.

Jis den de line am en dar,
De hook it hab no freight,
Dat fish he laf en stay dar,
En wait, en wait, en wait.

Dis nigga feelin' bad den,
En go home very strait,
Fer 'tis eas'r get de chic'en hen,
Den wait, en wait, en wait. —R. S.



THE army of would-be and real fishermen who for six weeks waited for the 1st of June to roll around, in order to allow the black bass and rockfish to spawn and multiply within the closed legal period, were badly broken up over the rainfalls, which raised and discolored the waters of the upper Potomac and tributaries and put fishing conditions in miserable shape during the past ten days.

Prospects for good small-mouth black-bass fishing were never better than they were a week ago, and a number of expert wielders of the rod and line sent word for accommodations and boats in the vicinity of Shepherdstown, W. Va.

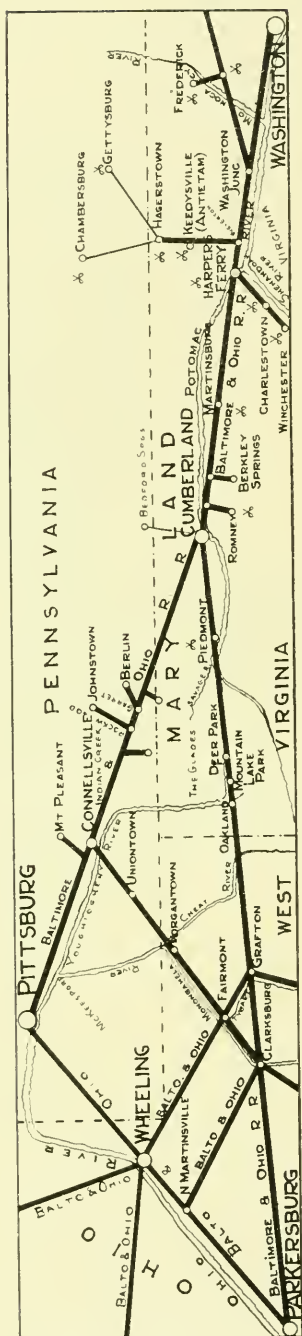
All arrangements and pleasant anticipations were badly shattered when the newly plowed fields along the mountain-sides were washed into the streams, giving them a decided yellow or quarantine appearance.

With no more heavy rainfalls, the Potomac will not be reduced for bass fishing inside of ten days, while the Shenandoah may clear within that time. The latter river forces its way through perpendicular rocky mountains, with successions of falls and rapids, which hasten the clearing process.



The new West Virginia law protects its fish until June 15th, anyway, which would bring clear water and open season at about the same date. This river and the Potomac meet at Harper's Ferry.

Over a hundred miles west the south branch of the Potomac joins with the last named. Always a fine bass stream, it has located on its shore, near Romney, the famous Hampshire Club, maintained and patronized by distinguished citizens of Wheeling, Pittsburg, Cumberland and Romney. This club is as prominent on the south branch as the Blue Ridge Rod and Gun Club is on the Potomac.



Each of these places is surrounded by expansive grounds and high mountains. The Hampshire lawns are planted with thousands of peach trees; the Blue Ridge tract is cultivated and timbered. The two clubhouses are similar in construction, with mammoth fireplaces, spacious living and dining rooms, and are accessible by team only.

Nine miles above Harper's Ferry the Antietam finds its way into the Potomac at a point where the black bass are captured in great numbers. This side of Harper's Ferry, a pleasant drive from Leesburg, is Goose Creek, at the Potomac, where remarkable strings of bass are taken annually. The secluded bass fishing grounds along any of these streams can be reached only by driving from railroad stations.

The enthusiast who contemplates trying his luck will find it a pleasant journey by rail to Riverton, where lodging can be had and boats and boatmen be secured.

Another delightful trip is to Bentonville, Va., thence by team to the Shenandoah, and down the mountain gorge by boat. The alternating pools abound with the black gamesters.

Shenandoah Springs, in Jefferson County, W. Va., are reached after an eight-mile drive from Charlestown, on the Baltimore & Ohio. Here will be found excellent living, plenty of bait, dry boats, and an attractive fishing ground.

Coming on down the Shenandoah, Millville affords a farmhouse for hotel, and several boats, with good black bass holes and plenty of mountain scenery.

Five miles below Millville is Harper's Ferry, where bass are to be found at Bull's Falls, or in the deep water in the locality of the Loudon bridge. There are hotels at the ferry, and boats and bait may be procured.

The Potomac River fishing points for bass, in order, are Great Falls, Pennifils, Seneca, Goose Creek, White's Ferry, Edwards' Ferry, Monocacy, Tuscorora, Point of Rocks, Occoquan, Weverton, opposite the Blue Ridge Club, Harper's Ferry, Knott's Quarry, Antietam, Shepherdstown, and anywhere along the railroad above there to Sir Johns Run and South Branch. Boats and boatmen can be procured at any of these places, but bait should be transported from Washington.

If the weather is warm and the water clear and declining, castings should be made morning and evening among the



THE POTOMAC RIVER

logs and bushes along the shores and in the ripples.

The bass do not move about in the middle of the day, but feed on the minnows along the shores at early morning and as evening approaches. If among the rocks, you may find the fish within a few feet of your casting point.

Do not show yourself or shadow to the bass, for he is subtle and swift. Throw your bait over ledges of rock ahead of you. The gentleman will in all probability be hiding behind them.

The theory that the bass should not be hooked until he makes a "second run" is exploded. It is said the "savage" does not stop to turn the bait in order to take it head first, but that he stops to "scale" it, which makes it just as sure that you will hook the bass on the first run as on the second. This, of course, will be a disputed question among rod and reel experts.

It is not generally understood that many difficulties attend the reproduction of the small-mouthed bass in captivity. The variety is not disposed to multiply in the modern hatchery or under limitation of dwelling, but must feel that it is free to range at will and lay its spawn in nests, as it would in its free and untrammelled state.

This, of course, detracts from the simplicity that attends the usual multiplication of the species and limits the supply of these fish for replenishing the streams.

The vanishing of fish and game in the old accustomed fishing and hunting places continues to induce sportsmen to purchase and establish preserves and clubhouses.

Enthusiasts are continually looking for opportunities to procure duck and bird lands where game may be protected, and to secure good fishing grounds. The latest local movement is concentrated on an island near the mouth of the Severn River, in Maryland, which is easily accessible by trolley line to Annapolis and from that place by small boats.

Under the new fish and game laws of the State of West Virginia the warden system established will no doubt make many hardships for non-residents who may unwittingly be guilty of some technical violation.

Fishing on Sundays is prohibited, and no game of any kind shall be taken beyond the confines of the State. The liberal policy of Maine, designating a limited bag to be taken from the State, after payment of license, has resulted in pleasure for the sportsman and immense revenue for the commonwealth.



"THROW YOUR BAIT OVER LEDGES OF ROCK AHEAD OF YOU"



Notes on Statuary and Inscriptions for the Union Station, Washington, D. C., from President Eliot's Letter

"My latest suggestion to Mr. St. Gaudens is as follows: For the central arch an allegorical statue of 'Freedom' on one side, and on the other a representation of the 'Inventive Imagination'; for one of the lateral arches 'Prometheus,' the fire-bringer, on one side, and 'Thales,' the natural philosopher, who observed and described the magnetic properties of amber and loadstone, on the other; for the other lateral arch the Roman 'Ceres,' representing agriculture, and 'Archimedes,' representing geometry and the mechanical powers.

"The above suggestion was intended to present in the middle a representation of that imaginative power which is always the spring of discovery and progress in science and the arts, in industry and politics, and the social and political freedom in which the inventive imagination should be exercised; on one side the great natural powers of heat and electricity, which railroads conspicuously utilize; and on the other the productive agencies of agriculture and the mechanic arts, which create wealth."

WESTERN PANEL OF CENTER PAVILION

Fire—Greatest of Discoveries
Enabling Man to Live in Various Climates
Use Many Foods and Compel the
Forces of Nature to Do His Work

Electricity—Carrier of Light and Power
Devourer of Time and Space—Bearer
Of Human Speech over Land and Sea
Greatest Servant of Man—Itself Unknown
Thou Hast Put all Things Under His Feet

CENTER PANEL OF CENTER PAVILION

Sweetener of Hut and of Hall
Bringer of Life Out of Naught
Freedom, O Fairest of All
The Daughters of Time and Thought

Man's Imagination Has Conceived All
Numbers and Letters—All Tools, Vessels
and Shelters—Every Art and Trade—All
Philosophy and Poetry and All Politics

The Truth Shall Make You Free

EASTERN PANEL OF CENTER PAVILION

The Farm—Best Home of the Family—Main
Source of National Wealth—Foundation of
Civilized Society—the National Providence

The Old Mechanic Arts—Controlling New
Forces—Build New Highways for Goods
And Men—Override the Ocean and Make
The Very Ether Carry Human Thought

The Desert Shall Rejoice and Blossom as the Rose

PANEL OVER CARRIAGE PORCH ENTRANCE

He That Would Bring Home the
Wealth of the Indies Must Carry
The Wealth of the Indies with Him

So It Is in Traveling—a Man
Must Carry Knowledge with Him
If He Would Bring Home Knowledge

PANEL OVER STATE ENTRANCE

Let all the Ends Thou Aimst at Be
Thy Country's, Thy God's and Truth's

Be Noble—and the Nobleness That
Lies in Other Men—Sleeping But
Never Dead—Will Rise in Majesty
To Meet Thine Own

PANEL OVER SIDE ENTRANCE STATE PAVILION

Welcome the Coming
Speed the Parting Guest

Virtue Alone Is Sweet Society
It Keeps the Key to All
Heroic Hearts and Opens You
A Welcome in Them All



NICOLLET AVENUE, MINNEAPOLIS

Permission
Hudson's Directory

Minneapolis and St. Paul



MINNEAPOLIS and St. Paul, generally known as the "Twin Cities," will ever continue to be rivals; this rivalry, however, has been the means of building two of the handsomest and most progressive commercial cities of the United States. While this rivalry is at all times keen, the cities are fortunately sep-

arated by the Mississippi River, and while Minneapolis has outstripped its sister city in the matter of population, St. Paul leads in political and official importance, as it is the capital of the State.

Minneapolis is famed the world over for its flour and cereal milling interests, which center around the Falls of St. Anthony. These falls were discovered in 1680 by Lewis Hennepin, who named them in honor



ST. PAUL LEVEE AND UNION DEPOT

By Permission Great Northern Railway

of an Italian saint—St. Anthony of Padua. The first white landowner located in what is now Minneapolis in 1838. The name “Minneapolis” is a combination of the Sioux Indian word “Minne,” meaning “water,” and “apolis,” the Greek term for “city.” In 1862 the first railway in the State was opened between St. Paul and St. Anthony, now Minneapolis.

Minneapolis leads the world in the output of flour, shipping over 100,000,000 barrels a year. The city, which has a population of 275,000, is most substantially constructed with splendid modern business blocks, public buildings and handsome homes. Minnehaha Falls, made famous by Longfellow's poem, “Hiawatha,” are within the city limits. Lake Minnetonka, which lies about ten miles from the city, and a most beautiful resort, contains the attractive summer homes of many residents, and besides is one of the popular resorts of Minnesota.

St. Paul is charmingly located on a series

of hills overlooking the Mississippi River at the head of navigation. The mission of St. Paul was founded in 1851 and the town platted several years later. Fort Snelling adjoins the city, and is the principal military post in the Northwest. The Mississippi River, which divides the city, is spanned by several handsome bridges, one of which, known as the “high bridge,” affords a magnificent view of the city and surrounding country.

With a population of 210,000, it is the center of much commercial activity, and enjoys an immense wholesale and jobbing trade and is the principal railway headquarters of the Northwest. It has within its borders no less than twenty-one parks, of which Como is the finest and one of the largest in the country.

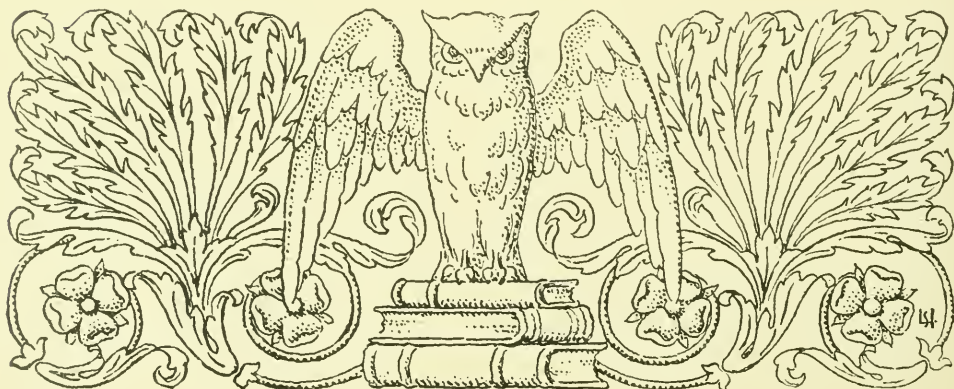
The State of Minnesota is cut and dotted with beautiful rivers and lakes; the mighty Mississippi, the Father of Waters, here finds



By Permission Great Northern Railway
 THE "ORIENTAL LIMITED" OF THE GREAT NORTHERN RAILWAY CROSSING THE
 STONE ARCH BRIDGE BETWEEN ST. PAUL AND MINNEAPOLIS

its source and for many miles winds its circuitous way from Lake Itasca, the headwaters, gaining in size until St. Paul is reached, at which point, as has already

been said, navigation commences. There are over 10,000 lakes in Minnesota which afford unlimited opportunities for the pleasure-seeker and angler.





Stub Ends of Thought

By ARTHUR G. LEWIS.



CHILDREN show us what life should be; we teach them what life is.

A MAN is always a man; a woman frequently only what a man makes her.

BRINGING sunshine into the lives of others drives away clouds from our own.

AN ounce of unsolicited kindness weighs more than a pound of requested favors.

LIVING down a past is generally a more difficult task than the building up of a future.

A MAN without conscience is, generally, devoid of courage and sense of justice.

IF our best intentions become actions, remorse would become an unknown quantity.

BEFORE we attempt to criticise our superiors we should first endeavor to become their peer.

CHARITY tied to a string of self-gratification is only distantly related to genuine generosity.

WHAT many men call friendship is often nothing but a selfish absorption upon honest regard.

THERE is no nature so degenerate but what suffers occasionally from spasmodic sensations of remorse.

THE man that clasps duty firmly with one hand as a rule holds achievement confidently in the other.

WHAT we have done in the past may, perhaps, be forgotten for the sake of what we will do in the future.

WHAT might have been never hurts so much as when brought face to face with what may never be again.

THOSE who are too weak to accept rational criticism gracefully are, as a rule, most susceptible to flattery.

ANTICIPATION acts as a magnifying glass to realization, and long pursuit is too often followed by short possession.

IN order to protect commonplace appearance, how much comfort is sacrificed upon the altar of public opinion?

IF you want to test the sincerity and loyalty of a woman's affection, endeavor to have her associate with your enemies.

THE admission that we are sometimes wrong is an honest, manly way of establishing the fact that we are frequently right.

I HAVE more respect for a man who believes what he does not practice than for one who practices what he does not believe.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 30, 1909.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 DAILY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51
AR. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	11.50	3.50	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32
AR. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 20, 1909.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
LV. NEW YORK, 23D STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50	
LV. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.15	6.09	8.09	10.60	11.23	
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.65	11.27	
AR. WASHINGTON, NEW UNION STA.	7.60	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 30, 1909.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
									NOTE.	
LV. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM			
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM			
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.18 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM			
LV. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM			
AR. DEER PARK HOTEL	10.12 PM	11.39 PM		6.59 AM		3.19 PM				
AR. PITTSBURG			6.45 AM		9.40 PM	6.25 PM	8.60 AM	LV 5.25 PM		
AR. CLEVELAND			12.00 NN							
AR. WHEELING (EASTERN TIME)		6.36 AM				9.00 PM		LV 5.16 PM		
AR. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM		
AR. OHIOAGO		5.15 PM			9.45 AM			7.30 AM		
AR. OINOINNATI	8.05 AM			5.35 PM		1.45 AM				
AR. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 AM				
AR. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
AR. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM				
AR. OHATTANOOGA				6.20 AM						
AR. MEMPHIS	11.25 PM			8.45 AM						
AR. NEW ORLEANS	10.55 AM			8.15 PM						

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 30, 1909.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
LV. CHICAGO			5.40 PM	10.40 AM			8.30 PM			
LV. COLUMBUS				7.00 PM						
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM			
LV. CLEVELAND			7.30 PM		3.00 PM					
LV. PITTSBURG			8.10 AM		10.00 PM		1.15 PM			
LV. ST. LOUIS	* 9.00 AM	1.45 AM				6.00 PM	9.28 PM			
LV. LOUISVILLE	2.10 PM	8.10 AM				2.30 AM				
LV. INDIANAPOLIS	2.25 PM	8.05 AM				4.32 AM				
LV. CINCINNATI	* 6.35 PM	12.15 PM				8.00 AM				
LV. NEW ORLEANS		9.15 AM				7.10 PM				
LV. MEMPHIS		8.35 PM				6.35 AM				
LV. CHATTANOOGA	6.05 AM	12.05 NT								
LV. DEER PARK HOTEL	6.44 AM	12.38 AM		6.19 AM		8.40 PM	4.29 PM			
AR. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	5.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 PM			
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM			
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM			
AR. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM			

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. **Five Hour Train.** Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. **Five Hour Train.** Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. **Cincinnati-St. Louis Limited.** Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. **Chicago Express.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. **Pittsburg Night Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. **St. Louis Express.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. **"Chicago Limited."** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. **The Daylight Train.** Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. **St. Louis-New York Limited.** Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. **Cincinnati-New York Limited.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. **Chicago-New York Limited.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. **Chicago-New York Express.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. **Night Express.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. D. CRAWFORD, City Ticket Agent.
G. W. SQUIGGIN, City Passenger Agent; G. W. PAINI, Passenger Agent; C. W. ALLEN, Traveling Passenger Agent.
Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent;
E. F. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON Co., INC., Ticket Agent.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent;
W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building,
A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue,
F. J. EDDY, Ticket Agent; Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent;
H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent;
J. B. LOHMAN, City Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot
Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo 11.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling
Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent. E. H. SLAY, City Ticket Agent.
Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
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BOOK OF THE ROYAL BLUE

JULY, 1909

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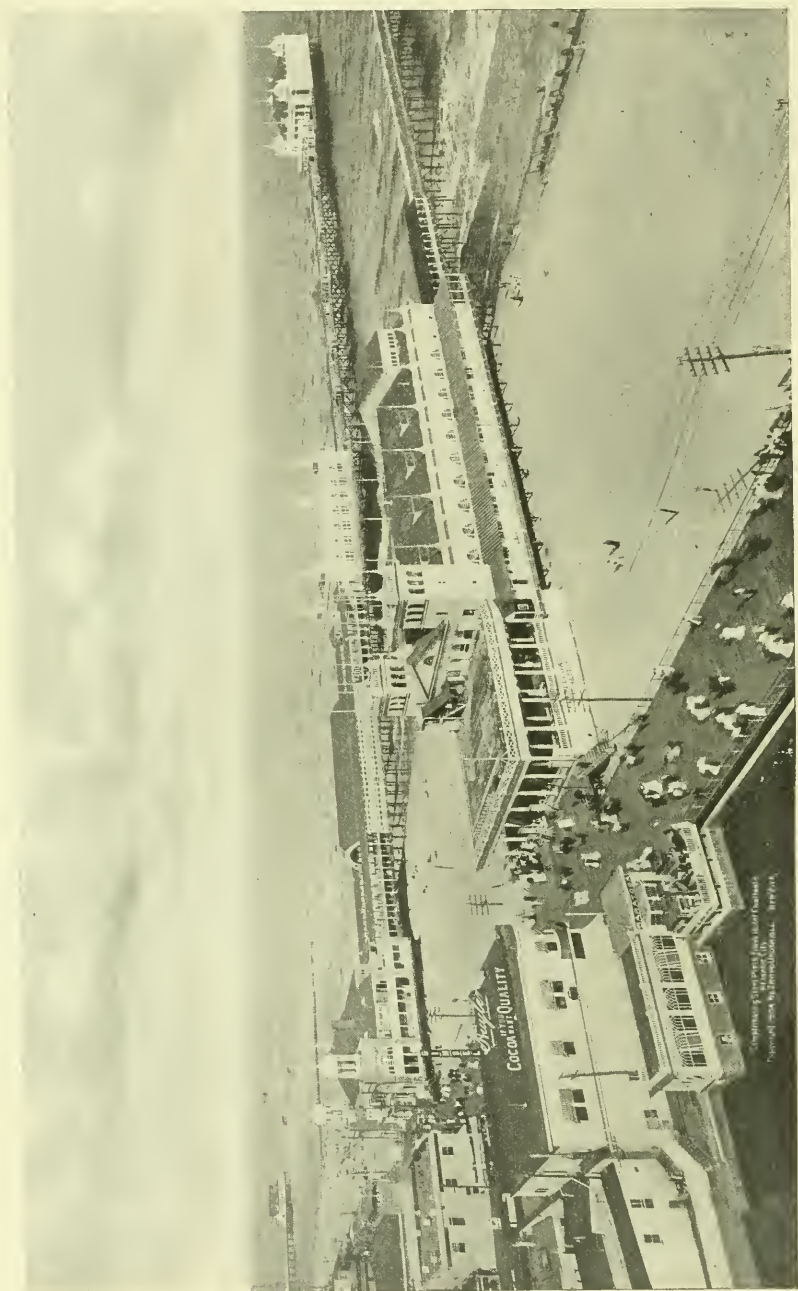
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PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XII

BALTIMORE, JULY, 1909

No. 10

Eighty-first Birthday of the Baltimore & Ohio Railroad, July 4, 1828-1909

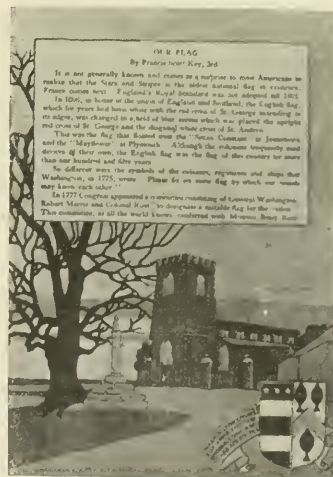


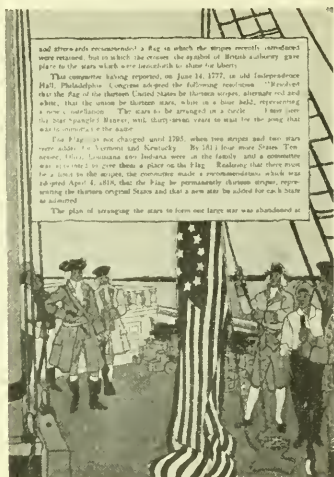
ON the 2d day of February, 1827, the citizens of Baltimore conferred upon the adoption of proper measures for "the commencement of the Baltimore & Ohio Railroad, a work of deep and vital interest to the American people, by facilitating its commerce, diffusing and extending its social intercourse and perpetuating the happy union of the Confederate States." An act of incorporation by the State of Maryland was granted February 28, 1827, and confirmed by the State of Virginia March 8, 1827, and the construction of the road was commenced July 4, 1828.

The ceremonies attending this great event were conducted by the Masonic fraternity. The city of Baltimore was in gala attire, and strangers from distant points began arriving in town a day or two before the celebration.

The leading event was the laying of the first stone of this first railroad of the land. The Venerable Charles Carroll, of Carrollton, the last surviving signer of the Declaration of Independence, cast the first spadeful of earth for the beginning of the railroad, saying: "I consider this among the most important acts of my life, second only to that of signing the Declaration of Independence, if, indeed, second to that."

July 4th of the present year, the 133d birthday of the republic, was also the eighty-first birthday of the Baltimore & Ohio Railroad, and in recognition of the fact, the





and stars and stripes, a flag in which the stripes were retained, but in which the stars were the symbol of British authority, gave place to the stars which were introduced in 1777.

The committee having reported, on June 14, 1777, to the old Independence Hall, Philadelphia, Congress adopted the following resolution: "Resolved, that the flag of the United States be thirteen stripes, alternating red and white, that the union be thirteen stars, white in a blue field, representing a new constellation. The stars to be arranged in a circle. I am for the thirteen stripes, and, thirty stars, ready to add for the going that was to come in the year."

For a flag to be changed, until 1795, when two stripes and two stars were added to the original thirteen stripes and thirteen stars. The new flag, however, was not used until 1795, and a committee was appointed to give them a place on the flag. Realizing that there must be a law to the effect, the committee made a recommendation, which was adopted April 4, 1818, that the flag be permanently thirteen stripes, representing the thirteen original States and that a new star be added for each State as admitted.

The plan of arranging the stars to have one larger star was abandoned at



that time and the method of placing them in rows was adopted. Since then a star has been added to the flag on the fourth of July following the admission of a State to the Union.

The stars and stripes, as first used in actual military service at Fort Mifflin to salute Fort Mifflin, were Union, N. Y., on August 17, 1777, and were carried in battle to a British ship, the British, near Wilmington, Del., September 3, 1777.

The flag of the Great States at the time of the Revolution has thirteen stars, in the War of 1812, those in the Mexican War, twenty stars, in the Civil War, thirty-two stars, and in the Spanish-American War, thirty-five stars. The number to day forty stars with America and New Mexico getting ready for their reception as stars number forty stars and eight.

The new United States flag was raised at Washington's headquarters in 1801, after January 2, 1801, and carried with thirteen stars. About the same



one John Paul Jones, in *USS* *Franklin*, hoisted it with his own hands over Commodore Hopkins' flagship the "Alfred," then lying in the Delaware at Philadelphia.

On February 14, 1776, Captain John Paul Jones had the great acquisition of adding the Stars and Stripes recognized for the first time and on the following morning by the flag of *Franklin* by which first to the "Alfred" and later to the "Independence" of June 1776. This was probably the first recognition by any foreign power of the colors of the United States of America. Jones received his appointment to the command of the "Alfred" on the very day that our national flag was adopted by Congress. He said: "That flag and I are true. We cannot be parted in life or in death. So long as we live, we shall fly together; if we must die, we shall go down as one."

"Morning and Evening Colors" are observed in honor of all our naval vessels, land stations and army posts. The ceremony of raising the flag and lowering of the flag is very important. "The Star-Spangled Banner" has long been played at the raising, but in 1894, at the request of Admiral Denney, President Roosevelt ordered that it be played at the raising ceremony also, instead of "Hail Columbia," which had previously been used when the colors were hoisted.

company issued a special menu for use on dining cars of its "Royal Limited" trains between New York, Philadelphia, Baltimore and Washington for that day. Accompanying the menu and, in fact, a part of it, under one binding, was a beautifully illustrated booklet, entitled "Our Flag," written by Francis Scott Key, III. The booklet consists of sixteen beautiful colored pages, each page presenting a picture of some important event in the history of the Stars and Stripes.

The booklet was most appropriate for use on the "Royal Limited," which passes through each one of the cities which were so prominent in the history of the flag.

The accompanying miniature illustrations and text-matter of the story of "Our Flag" is printed by permission of the publisher, H. C. Brown, 156 Fifth Avenue, New York City, from whom copies of the booklet can be obtained at a nominal price:

OUR FLAG

BY FRANCIS SCOTT KEY, III.

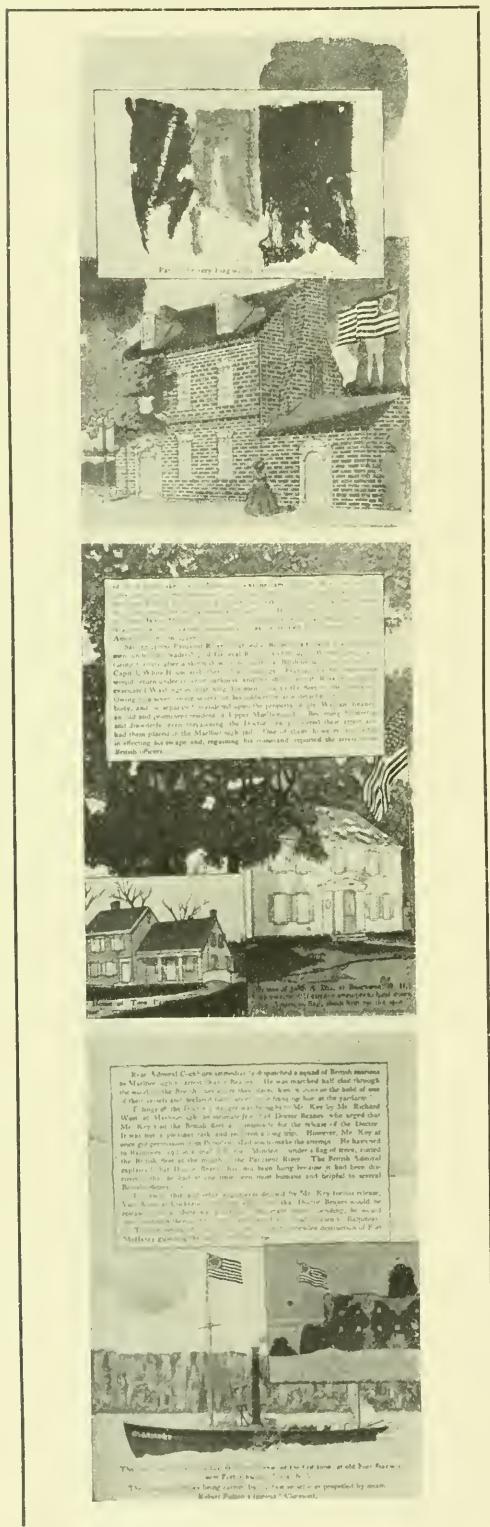
It is not generally known, and comes as a surprise to most Americans to realize, that the Stars and Stripes is the oldest national flag in existence. France comes next. England's Royal Standard was not adopted till 1801.

In 1606, in honor of the union of England and Scotland, the English flag, which for years had been white with the red cross of St. George extending to its edges, was changed to a field of blue, across which was placed the upright red cross of St. George and the diagonal white cross of St. Andrew.

This was the flag that floated over the "Susan Constant" at Jamestown and the "Mayflower" at Plymouth. Although the colonists frequently used devices of their own, the English flag was the flag of this country for more than one hundred and fifty years.

So different were the symbols of the colonies, regiments and ships that Washington, in 1775, wrote: "Please fix on some flag by which our vessels may know each other."

In 1777 Congress appointed a committee, consisting of General Washington, Robert Morris and Colonel Ross, "to designate a suitable flag for the nation." This committee, as all the world knows, conferred with Mistress Betsy Ross, and afterwards recommended a flag in which the stripes recently introduced were retained, but in which the crosses, the symbol of British authority, gave place to the stars, which were henceforth to shine for liberty.



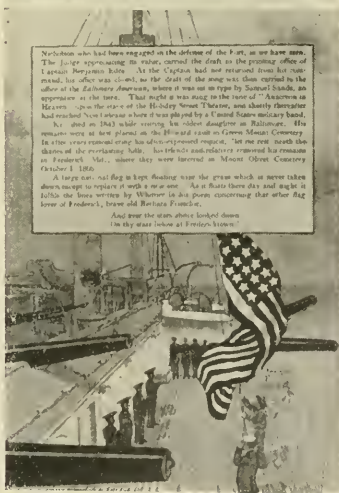
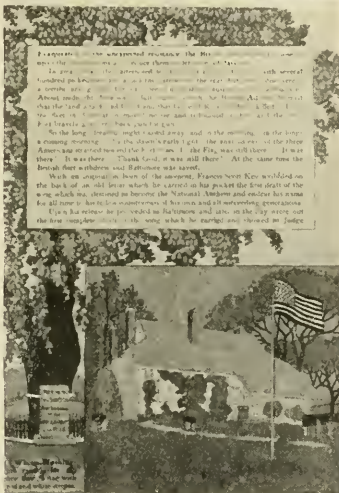
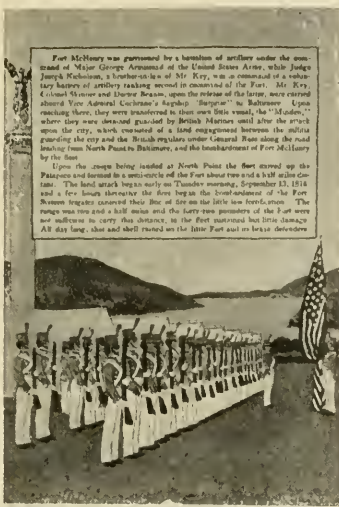
the flag of France," by salutes first to the "Ranger" and later to the "Independence" of Jones' fleet. This was probably the first recognition by any foreign power of the colors of the United States of America. Jones received his appointment to the command of the "Ranger" on the very day that our national flag was adopted by Congress. He said: "That flag and I are twins. We cannot be parted in life or in death. So long as we can float, we shall float together; if we must sink, we shall go down as one."

"Morning and Evening Colors" are observed on board all our naval vessels, naval stations and army posts. The ceremony attending the raising and lowering of the flag is very impressive. "The Star Spangled Banner" has long been played at the raising, but in 1904, at the request of Admiral Dewey, President Roosevelt ordered that it be played at the evening ceremony also, instead of "Hail Columbia," which had previously been used when the colors were lowered.

"OLD GLORY"—ORIGIN OF THE NAME

Captain Stephen Driver was without doubt the first man to christen our flag "Old Glory." He was born at Salem, Mass., March 17, 1803. When about to sail from that port in command of the brig "Charles Doggett," in the year 1831, he was presented with a large American flag. As it was sent aloft, and broke out into the air, Captain Driver christened the beautiful emblem "Old Glory," and this was the name he evermore used for it. His flag shared with the captain in the perils and adventures of the deep, and on his retirement from the sea it was taken by him to Nashville, Tenn., where he made his home, and where he died in 1886.

The captain was a most pronounced "Union man," and his outspoken fondness for the flag made him widely known as "Old Glory Driver." During the late unpleasantness, his neighbors naturally felt a special call to get hold of that particular flag. The captain's home and grounds were repeatedly searched in vain. They knew it was there, but find it they could not. The old captain told them they should see it only when it again floated over a united country. In order to keep it safe until that longed-for time the captain, with



his own hands, quilted "Old Glory" into a comforter, and made it his bed-fellow. When peace was restored, true to his promise, Captain Driver took the flag to the capitol building in Nashville and it was soon waving over the city. As he saw it once more in the air, the old man exclaimed, "Now that Old Glory is up there, gentlemen, I am ready to die."

In 1882 the captain gave his beloved flag to his niece, Mrs. Cooke, with directions for her to do with it as she thought best after his death. She afterwards presented it to its present caretakers, the Essex Institute of Salem, Mass. So after all its voyages and vicissitudes the original "Old Glory" is today safe in the very harbor from which it first sailed away seventy-six years ago.

* * *

The Sons of the Revolution print the following regulations, that proper respect for the flag may be observed:

It should not be hoisted before sunrise nor allowed to remain up after sunset.

At sunset, spectators should stand at "attention" and uncover during the playing of the "Star Spangled Banner." Military men are required to do so by regulation.

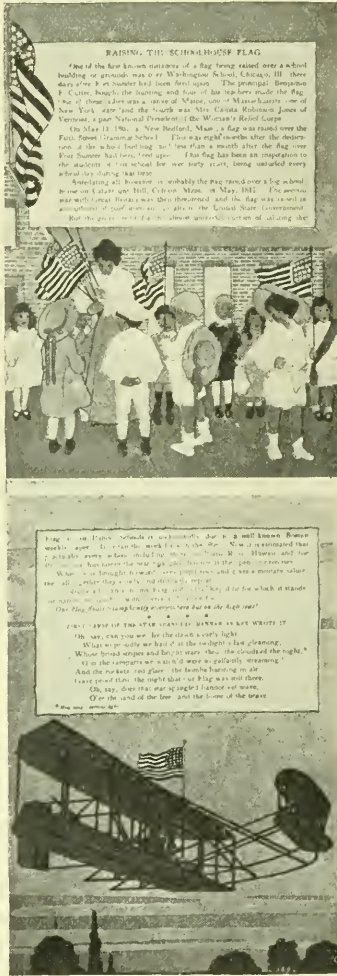
When the national colors are passing on parade, or in review, the spectator should, if walking, halt, and if sitting, arise, and stand at attention and uncover.

In placing the flag at half staff, it should first be hoisted to the top of the staff and then lowered to position, and preliminary to lowering from half staff it should be first raised to the top.

THE STORY OF THE "STAR SPANGLED BANNER"

My grandfather, Francis Scott Key, the only son of John Ross Key, an officer in the Revolutionary War, was born at Double Pipe Creek, Frederick County, Md., August 9, 1780. Although he wrote many excellent poems and gained fame as an attorney and statesman, he is known to posterity almost entirely as the author of the "Star Spangled Banner."

He married, in 1802, Mary Tayloe Lloyd, of Annapolis, Md., and to them were born eleven children. In 1804 he removed from Frederick, where he practiced law, to Georgetown, D. C. He was thrice appointed district attorney for the district by President Andrew Jackson.



Tidings of the doctor's danger was brought to Mr. Key by Mr. Richard West, of Marlborough, an intimate friend of Doctor Beanes, who urged that Mr. Key visit the British fleet and intercede for the release of the doctor. It was not a pleasant task and required a long trip. However, Mr. Key at once got permission from President Madison to make the attempt. He hastened to Baltimore, and on a small ship, the "Minden," under a flag of truce, visited the British fleet at the mouth of the Patuxent River. The British admiral explained that Doctor Beanes had not been hanged because it had been discovered that he had at one time been most humane and helpful to several British officers.

In view of this, and other arguments devised by Mr. Key for his release, Vice-Admiral Cockrane eventually announced that Doctor Beanes would be released, but as there was a certain "important event" pending, he would have to detain them a little while, after which they could return to Baltimore.

The contemplated "important event" was the intended destruction of Fort McHenry, guarding the harbor of Baltimore.

Fort McHenry was garrisoned by a battalion of artillery under the command of Major George Armistead of the United States army, while Judge Joseph Nicholson, a brother-in-law of Mr. Key, was in command of a volunteer battery of artillery, ranking second in command of the fort. Mr. Key, Colonel Skinner and Doctor Beanes, upon the release of the latter, were carried aboard Vice-Admiral Cockrane's flagship "Surprise" to Baltimore. Upon reaching there they were transferred to their own little vessel, the "Minden," where they were detained, guarded by British marines, until after the attack upon the city, which consisted of a land engagement between the militia guarding the city and the British regulars under General Ross, along the road leading from North Point to Baltimore, and the bombardment of Fort McHenry by the fleet.

Upon the troops being landed at North Point the fleet moved up the Patapsco and formed in a semicircle off the fort, about two and a half miles distant. The land attack began early on Tuesday morning, September 13, 1814, and a few hours thereafter the fleet began the bombardment of the fort. Sixteen frigates centered their line of fire on the little low fortification. The range was

two and a half miles and the forty-two pounders of the fort were not sufficient to carry this distance, so the fleet sustained but little damage. All day long shot and shell rained on the little fort and its brave defenders. Exasperated at the unexpected resistance, the British determined to close in upon the fortifications and reduce them under cover of darkness.

In small boats they attempted to steal past the fortifications with several hundred picked men and attack the garrison in the rear, but, being discovered, a terrific and galling fire was opened upon them, causing terrible destruction. About midnight there was a lull, during which the British admiral learned that the land attack had failed and that General Ross had been killed. Then the fleet in desperation moved nearer and redoubled its fire, and the little fort bravely answered back gun for gun.

So the long, dreadful night passed away, and in the morning—in the long-a-coming morning—"by the dawn's early light," the anxious eyes of the three Americans strained towards the fort to see if "the flag was still there." It was there! It was there! Thank God, it was still there! At the same time the British fleet withdrew and Baltimore was saved.

With an inspiration born of the moment, Francis Scott Key scribbled on the back of an old letter which he carried in his pocket the first draft of the song which was destined to become the national anthem and endear his name for all time to his fellow countrymen of his own and all succeeding generations.

Upon his release he proceeded to Baltimore and later in the day wrote out the first complete draft of the song, which he carried and showed to Judge Nicholson, who had been engaged in the defense of the fort, as we have seen. The judge appreciating its value, carried the draft to the printing office of Captain Benjamin Edes. As the captain had not returned from his command, his office was closed, so the draft of the song was then carried to the office of the Baltimore *American*, where it was set in type by Samuel Sands, an apprentice at the time. That night it was sung to the tune of "Anacreon in Heaven" upon the stage of the Holiday Street Theater, and shortly thereafter had reached New Orleans, where it was played by a United States military band.

Key died in 1843 while visiting his oldest daughter in Baltimore. His remains were

at first placed in the Howard vault in Green Mount Cemetery. In after years, remembering his often-expressed request, "Let me rest 'neath the shades of the everlasting hills," his friends and relatives removed his remains to Frederick, Md., where they were interred in Mount Olivet Cemetery, October 1, 1866.

A large national flag is kept floating over the grave, which is never taken down, except to replace it with a new one. As it floats there day and night it fulfills the lines written by Whittier in his poem concerning that other flag lover of Frederick, brave old Barbara Frietchie,

"And ever the stars above looked down

On thy stars below at Frederick-town."

One of the first-known instances of a flag being raised over a school building or grounds was over the Washington School, Chicago, Ill., three days after Fort Sumter had been fired upon. The principal, Benjamin F. Cutter, bought the bunting and four of his teachers made the flag. One of these ladies was a native of Maine, one of Massachusetts, one of New York State, and the fourth was Mrs. Calista Robinson Jones of Vermont, a past National President of the Woman's Relief Corps.

On May 11, 1861, at New Bedford, Mass., a flag was raised over the Fifth Street Grammar School. This was eight months after the dedication of the school building, and less than a month after the flag over Fort Sumter had been fired upon. This flag has been an inspiration to the students of this school for over forty years, being unfurled every school day during that time.

Antedating all, however, is probably the flag raised over a log schoolhouse on Cata-mountain Hill, Colrain, Mass., in May, 1812. The second war with Great Britain was then threatened, and the flag was raised in an outburst of patriotism and loyalty to the United States Government.

But the great credit for the almost universal custom of saluting the flag in our public schools is undoubtedly due to a well-known Boston weekly paper. It began this work back in the '80s. Now it is estimated that practically every school, including those in Porto Rico, Hawaii and the Philippines, thus honor the Star Spangled Banner at the opening exercises.

When it is brought forward every pupil rises and gives a military salute, then all together they slowly and distinctly repeat:

"I pledge allegiance to my flag and to the republic for which it stands, one nation, indivisible, with liberty and justice for all."

Our flag floats triumphantly everywhere but on the high seas!

* * *

Royal Blue Line

DINNER

Canape Caviar		
Little Neck Clams		
Patee of Green Pea	Consomme, Hot or Cold	
Sliced Cucumbers	Queen Olives	
Broiled Bay Trout, Butter Sauce		
Potatoes, Shoestring		
Cream Fritter, Sherry Wine Sauce		
Spring Chicken, a la Maryland		
Prime Roast Beef, au Jus		
Browned Potatoes	Green Corn on Cob	
Buttered Beets		
Cardinal Punch		
Lettuce and Tomato Salad		
Cup Custard, Vanilla Flavor		
Neapolitan Ice Cream	Assorted Cake	
Nabisco Wafers		
Roquefort and Edam Cheese		
Toasted Crackers	Saltine Wafers	
Black Coffee		
Cognac		

MEALS ONE DOLLAR

The Drinking Water is from the Spring at Deer Park, Md.

Independence Day
July 4, 1909

Car 1007

FIRST VERSE OF THE STAR SPANGLED BANNER AS KEY WROTE IT

Oh, say, can you see by the dawn's early light,
What so proudly we hail'd at the twilight's last gleaming,
Whose broad stripes and bright stars, thro' the clouds of the night.*
O'er the ramparts we watch'd were so gallantly streaming?
And the rockets' red glare—the bombs bursting in air,
Gave proof thro' the night that our flag was still there.
Oh, say, does that star spangled banner yet wave,
O'er the land of the free and the home of the brave?

* Now sung "perilous fight."

All Aboard for Atlantic City!

By EDGAR R. MARVIN, in the "Suburbanite"



Of all the great watering places for which America is universally famous, beyond a doubt, Atlantic City can prove title to premier rank. It is the mecca of the tourists of many continents; its fame is known in countries the world over. On its broad beach or on its boardwalk (an institution in itself) the pilgrim from distant climes and the day excursionist from some nearby metropolis

northward and southward along the broad stretch of sandy beach. The island on which it is built is ten miles in length, and from one end to the other within municipal limits is a long line of splendid hotels—the greatest array of resort hotels in the world—of alluring shops, of pleasure places—an endless procession of gay and entrancing delights which appeal to all eyes and satisfy all tastes.

The waters surrounding the island on which this wonderful city by the sea is built



BATHING HOUR AT ATLANTIC CITY

meet and congregate, forming the most cosmopolitan human throng one will encounter in any corner of the globe—if globular bodies can have corners. Atlantic City is fundamentally and primarily American—perhaps that is what attracts the thousands of visitors of foreign domicile. At all events, you find among its transient population those whom the much exploited charms of Brighton, of Trouville, of Malaga and the Riviera have satisfied; who find in this newer, gayer resort much of the glamour that the Old World spas once held.

It would almost seem that Atlantic City's location was specially made, as it were, for the accommodation of this unsurpassed seaside resort, with room enough for it to grow

are Great Egg Harbor, Absecon Inlet and the Atlantic. The sturdy roadbed of the railway carries the line swiftly out from the main land across a five-mile stretch of meadows, of salt marshes, of tiny bays and inlets and sounds, out to the sandy island, high and dry, which sends a broad, wonderful, shelving sandy beach, so safe that bathing ropes are not needed, down to meet the crashing, foam-flecked surf.

It is a mooted question which holds the greater attraction—the magnificent bathing beach or the five-mile boardwalk. But it really makes little difference how the question is decided—it is the happy combination that contributes to the charm of the whole—Atlantic City would no more be Atlantic



LOOKING SHOREWARD FROM ATLANTIC CITY BEACH

City without its boardwalk than it would be without its beach. Take away one and what is left would not be Atlantic City as the pleasure-seeking hosts of the world have come to know and love it. When the last word has been said, there still remains the fact that there are other beaches, but there is only one boardwalk, that is, that is in the same category with Atlantic City's. As one writer has aptly epitomized, it is, indeed, "a curious and complex Bagdad by the Sea." The life, the light and the color that one sees on this seaside plaisance, especially during the early evening hours, are quite beyond adequate description. It is an endless dress parade, an almost perpetual review in which the passing throng both reviews and is reviewed. There is an irresistible infection in the effervescing animation of this restless, care-free crowd. The lights of the flanking bazaars and the great amusement piers and theaters, the soft melting hues of beautiful women's gowns, the loveliness of the women themselves, the whirl of the merry-go-rounds, the thousand and more scraps of buoyant life and spirits blend in a

glamorous panorama. It is more than a spectacle—it is a kaleidoscopic pageant, unseen, unknown in any other place on the planet. And over all is the eternal roar of the surf.

Once let the elixir of irresponsible gladness, of wholesome gayety, of the joy of living, get into your veins, and you are forever a liege subject of Atlantic City. It is this, though physicians will tell you it is the salubrious atmosphere, which cures the army of invalids (real and imagined) who fall upon Atlantic City every season. One cannot remain dejected and morbid and nervous in the heart of the seething happiness that mingles gleefully with the sea's salt breezes, the crisp ocean winds. The roll chairs, to be sure, are a perennial temptation to semi-invalidism. Such delicious luxury to lie back at ease, gently propelled by a silent attendant, can be secured only on Atlantic City's boardwalk. Have you ever tried it? Life takes on newer and more subtle meanings, finer inflections, a more cogent joyousness, from the cushioned emittance of your perambulator. It is as if one



SUNDAY MORNING ON THE ATLANTIC CITY BOARDWALK



WITH ROD AND REEL

looked over the apron of a noiseless taxi, turned loose in the steady sauntering human chain.

Wonderful as the boardwalk's variegated procession is, the sight of the thousands of bathers on the hard-packed beach is scarcely less astonishing. One wonders that any beach is big enough for so many bathers. One wonders where all the bathing suits come from. And one wonders who fashioned the marvelous bathing hats and parasols that go with the marvelous bathing costumes. Undoubtedly, this is the place to go for points on what is the real thing in bathing fashions. On probably no other beach in all the world are to be seen such beautiful frocks, made for nothing but milady's ocean plunge—they do, at least some of them, let them get wet). Daintiest silken fabrics made up by exclusive modistes with all the latest details of style are worn by the fair swimmers. A dowdy and frumpish bathing suit is as much a fall from grace, according to the creed of the women of fashion, as a dowdy and frumpish dinner gown would be. For men and women who have seen the unbeautiful bathers at European seaside resorts, there is an additional attraction in the bizarre grace and loveliness everywhere discernible on the beach at Atlantic City. It is part of the curiously individual charm that the resort exerts upon those who linger within its gates.

From the balcony of Absecon lighthouse

at the eastern end of the great steel frame esplanade a stirring marine panorama may be seen. Looking northward across the intervening salt marshes, with their winding bays and estuaries, lie the buildings and farms of the mainland. To the westward is the city, with its immense hotels, its hundreds of boarding houses, and private cottages, and beyond the business structures of a good-sized municipality.

One does not so frequently hear of the very special attractions Atlantic City has for the sportsman. Yet old yachtsmen at the inlet tell of black duck and mallard, of plover and snipe, of marsh hens and yellow legs, of teal and marlin and willet, which are to be found over the calm waters of the inlet each in its own season. With gun and game bag and a dog or two, as fine a day's sport can be had thereabouts as anywhere in the State.

With its continuous chain of seashore resorts, from Atlantic Highland at the south, as well as its world-famous Atlantic City, one might reasonably insist that New Jersey had about all the delightful watering places and vacation retreats that one State was entitled to. But the shore of the Garden State does not end with that galaxy—Atlantic City, though first and foremost, is but one of a remarkable group of South Jersey resorts. Of the others, Cape May claims next consideration.



SHOOTING A-PLENTY



THE BEACH AT CAPE MAY

In the way of marine environment, Cape May has advantages all its own, with the Atlantic on one side and the wide expanse of Delaware Bay on the other. As to its ocean front, it may justly boast of the broadest, firmest, smoothest beach on the coast, a stretch of white, fine sand, almost level in contour, that has made for the resort's fame in many quarters. Its broad avenues leading to picturesque drives into the inland country, and its fine shade trees, lend additional attractions. Last, but in no sense least in significance, are its exceptional cli-

matic conditions, a natural endowment which induces life-giving, health-building qualities. One need not go to Old Point Comfort for the balm of the Southland; not only is Cape May nearer the balm-breathing Gulf Stream, but it is in the same latitude with the Virginia promontories.

In point of fashion, Cape May is particularly distinguished; it enjoys all the prestige of an old-established regime, one that fifty years ago drew the best families of the Eastern cities to its scenes of social festivities and its recreation pleasures. It has a



FISHING FLEET IN DELAWARE BAY

splendid array of commodious hotels—a million dollar structure of magnificent design and spacious proportions being the latest addition to its already imposing list. Most of the larger hotels overlook the sea front, with only the two-mile long boardwalk intervening, while smaller houses and the cottage section lie farther from the shore. This cottage colony contains the homes of scores of wealthy city folk who know of only one summer resort—Cape May.

Beach Haven, nestling cosily and picturesquely between the smiling bay and the restless ocean, is constantly growing in the affections of the great host of seekers for pleasant places for rest and recreation. For

wonders what adventurous soul first sought a highway through these lonely lands.

But the pine lands give way at last to the island dotted bay. This means only a transfer of surprises, for the steel rails lead on and on over vast reaches of water and land. White house-boats find a peaceful haven in the bends and curves of the bay, and here and there through the entire region shooting boxes are to be discovered. Now and then the hunters are to be seen, and occasionally a startled duck will take to hasty flight at the shrill scream of the whistle. It is so wild and primitive that it is hard to believe New York is a scant three hours away. It is hard to believe, too, that there could be



SAND DUNES AT BEACH HAVEN

many years Philadelphians have made it a favorite resort, and it is only comparatively recently that New Yorkers have come to discover its charms, in its store of which Beach Haven develops increasing surprises. It is in its own peculiarly individual features that Beach Haven exerts so great an attraction. In the first place, however thoroughly one has been prepared for the charms of Beach Haven, it is curiously astonishing in its approach. One can hardly imagine the interminable reaches of pine land that must be traversed before even the salt scent of the sea comes coaxingly in at the car windows. Thousands of acres of stunted pines and deep forests go scuttling past the swiftly flying train mile after mile—and one

anything more than a rude and picturesque fishing village at the end of the route. But therein is Beach Haven's charming surprise, for it is a most attractive and beautiful modern shore town, its streets well cared for, its cottages artistic and beautiful, and its hotels the final word in comfortable and lovely appointments, that greets the traveler at last.

It is built, this entrancing Beach Haven, on a strip of land half a mile or less in width, the western stretch washed by the waters of Little Egg Harbor, the eastern by the Atlantic. It is part of that slender island, Long Beach, having at its northern extremity, Barnegat City. The direct route from New York to Beach Haven is by way of the New Jersey Central to Whitings, where the traveler steps into a Tuckerton



ENJOYING LIFE

Railroad train that takes him the rest of the journey.

The bay makes an ideal place for yachtsmen of all ages, even the younger boys finding it a safe scene for their most venturesome exploits. It is said to be not more than five feet in depth, and in most places even shallower. The surf bathing is not excelled anywhere along the coast — and that means that there's none better anywhere.

Ocean City, on an island a mile in width and seven miles long, and accessible at its northern end from Atlantic City by ferry, is essentially a marine resort.

It possesses one of the finest beaches on the coast, being firm enough for use as a driveway throughout the season, and a short distance seaward is an outer bar which prevents the usual ravages on the beach and enhances its advantages as a bathing ground. There is also a boardwalk as well as two long piers and a casino where concerts and entertainments are given. The western shore of the island is washed by Great Egg Harbor Bay, a veritable paradise for fishermen and devotees of yachting. Regattas are frequently held, and the handsome homes of the two yacht clubs are the scenes of continual social activity.

While scarcely in the "seaside class," the famous region contiguous to Barnegat Bay claims close geographical kinship. Considered as one of the greatest stamping grounds of sportsmen, it is in a class by itself. Here may be found throughout all the seasons an endless round of hunting or fishing, or a

combination of diversions suited to any individual taste, here meet the care-free vacation host intent on "any old kind of a good time," the skilled angler and the stolid, patient, deep-water fisherman, the ardent yachtsman and the hazard-loving, excitement-seeking gunner.

Over all its broad expanse, there is hardly a spot in this splendid bay where choicest piscatorial specimens cannot be caught, for, with its ocean inlet, it is one of the greatest natural feeding grounds of the finny tribes on the whole Atlantic coast. Weakfish and flounders, bass and bluefish, sheepshead and snappers—all abound in countless swarms, and the fishing party that fails to return with a mess of less than fifty is the rare exception. There is practically no limit to the abundance of crabs and shell fish, while there oyster and clam-digging is a well-developed industry.

The shallowness of the bay and the proximity to the ocean make it ideal for yachting. To be becalmed is almost unheard of among the great fleet of sloops and cat-boats of the natives and the auxiliary squadrons of the cottage commun-



SAILING ON BARNEGAT BAY

ity. It is indeed inspiring to see the sail-dotted waters of the bay veritably alive with pleasure craft.

With the close of the yachting season come the gunners, who, while "the law is off," make great inroads on the vast quantities of snipe and wild fowl that have their domain hereabouts. There are many points



HUNTING AT BARNEGAT

of vantage from which the winged quarry may be snared and captured without restriction, and there are also numerous islands where private club houses and shooting traps, appointed with all comforts and conveniences have been erected for the use of the more exclusive element of sportsmen.

Among the most attractive settlements in this richly endowed region are Toms River, Forked River, Waretown and Barnegat, all on the branch of the Jersey Central, which takes its designation from its southern terminus, the last named town. Toms River, at the head of the river which gives the quaint old village its name, possesses a wealth of revolutionary distinction, not a few of the buildings having historic associations. The court house—Toms River is the county seat of Ocean—is a representative type, while several private houses, with their roomy, old-fashioned construction, savor still of colonial days. Toms River is a pretty little stream from source to outlet, but it is most picturesque where the town borders it. As the water is nearly fresh at this point, black bass, pickerel and catfish are found in abundance and the efforts of the enthusiastic angler seldom fail of ample reward. The river, too, is wide enough and the breezes strong enough for good sailing, while landward delightful drives afford another form of diversion.

Forked River gets its name from the little stream, scarcely more than a creek, which describes a tortuous course through a wooded section to Barnegat Bay. Broadening considerably at its outlet, the river attracts a large number of sailing enthusiasts during the season. There is always a fleet of half a hundred stanch fishing craft at anchor at the docks—about a mile below the town—and their skippers are kept busy taking out parties for a day's sport or a cruise around the bay. Waretown is directly on the bay, and while principally the seat of prosperous fishing pursuits, provides excellent facilities for aquatic pastimes.

One will travel afar without finding a more charming spot than the site of the town Barnegat. Grown, so to speak, in a grove of towering pines and shade trees, its outer skirts are swept by the waters of the bay, the products of which yield substantial revenue to the greater part of the populace. It is in Barnegat Creek that the famous Barnegat oyster has its habitat, and in the husbandry of the bivalve a flourishing industry is maintained. Here, too, is the summer headquarters of a small army of fishermen who patronize the larger fleet of sailing craft that have their mooring grounds off the bay's shores. Pervading all is an atmosphere of quiet and rest.



A SUMMER EVENING ON THE SOUTH JERSEY COAST

Don't You?

From "Impertinent Poems." by EDMUND VANCE COOKE,
in "Saturday Evening Post"

When the plan that I have to grow suddenly rich
Grows weary of leg and falls into the ditch,
And scheme follows scheme,
Like the web of a dream,
To glamor and glimmer and shimmer and seem,
 Only seem;
And then, when the world looks unfadably blue,
If my rival sails by,
With his head in the sky,
And sings "How's business?" why, what do I do?
Well, I claim that I aim to be honest and true,
But I sometimes lie. Don't you?

When something at home is decidedly wrong ;
When somebody sings a false note in the song,
Too low or too high,
And, you hardly know why,
But it wrangles and jangles and runs all awry,
Aye, awry!

And then, at the moment when things are askew,
Some cousin sails in,
With face all a-grin,
And a "Do I intrude? Oh, I see that I do!"
Well, then, though I aim to be honest and true,
Still I sometimes lie. Don't you?

When a man that I need has some foible or fad,
Not very commendable, not very bad;
Perhaps it's his daughter,
And someone has taught her
To daub up an "oil" or to streak up a "water";
What a "water"!
And her grass is green green and her sky is blue blue;
But her father with pride,
In a stagey aside,
Asks my "candid opinion." Then what do I do?
Well, I claim that I aim to be honest and true,
But I sometimes lie. Don't you?

The Hudson River Centennial

H. F. BALDWIN, in the "Southwestern Book"



EARLY every country has its distinctive river closely identified with its history, and interwoven with the daily life of its people, like the English Thames, the German Rhine, or "Father Volga" of Russia. Our own country is so big and so many inland water-courses have played such an important part in the history and development of its different sections — the James, the Potomac, the Ohio, the Mississippi, the Rio Grande and, later, the Columbia and the Yukon—that it would be a difficult matter to name any one as *the* distinctive American river, but the Hudson can, perhaps, come nearer laying claim to that distinction than any other, both from its early discovery and the important events which have taken place on its banks and on its placid bosom. For unnumbered ages — "*In the dim, dumb days ere Columbus came,*" it flowed, unfettered and unfretted by the restless traffic of pleasure or commerce, to the sea, its calm surface only ruffled by the storms which swept down from the mount-

ains, or cleft by the light canoe of the savage, which made scarcely more of a ripple than the swift dip of a bird's wing.

Then came a time when men's eyes turned westward, seeking a shorter passage to the East. First the Genoese sailor, Christopher Columbus, "broke the trail," and unwittingly bumped into a new and unknown world with his clumsy caravels. In his wake came a myriad of others—some for pure love of adventure, some for fame and the favor of sovereigns, but the majority, as one of the old Spanish *conquistadores* naively puts it, "perhaps to advance the kingdom of God, but most surely to gain that wealth which all men covet."

For centuries kings and merchants, wise men and foolish ones, squandered men and money to discover this "short cut," which would lead quickly to increased wealth and knowledge and power, and so far as that is concerned, the quest for the shorter passage to the East is today being pursued more vigorously than ever before, but an engineer, not a navigator, now commands the expedition, and he guides steam-shovels and



ON THE HUDSON RIVER



HENRY HUDSON

dredges across a mountain range and a narrow isthmus, instead of a bobbing cork of a sailboat across a wide and uncharted ocean. Indeed, the seeking of "short cuts" seems to have been inherent in the human race since Adam recklessly squandered a world for a short and easy road to knowledge.

Among those who firmly believed in the existence of a "short" or northwest passage which led directly to China was an English sailor, by name, Henry Hudson, or Hodgson. Of his birth or early life nothing whatever is known, but inasmuch as the Hodges and Hodgsons of rural England are "thick as autumn leaves," it would be almost as difficult to trace the genealogy of one as it would be to return a vagrant autumn leaf to its parent tree in the forest.

The first known of this particular Henry Hudson, or Hodgson, was in 1607, when he commanded a small vessel fitted out by a company of rich merchants of London for the purpose of discovering the elusive passage. On this voyage he reached Greenland and the Spitzbergen Islands, whence he was compelled to return on account of ice. The next year, with the same vessel and same crew, he made another voyage, but failing to accomplish anything of note his backers became discouraged and declined to finance any further expeditions.

Hudson then repaired to Holland, at that time the first maritime nation in the world, where the Dutch East India Company furnished him a ship and crew, and in the spring of 1609 he once more set sail on the "out trail," with his first name Hollandized to "Hendrick," which has given rise to the impression that he was a Dutchman.

His ship was an eighty-two ton *vlie*, or sailboat, called the "Half Moon," manned by a mixed Dutch and English crew, who quarreled incessantly from the start.

He purposed seeking a northwest passage, which he conceived to be near the north pole, but to prevent mutiny among his men was compelled to change his route to a more southerly course, entering Delaware Bay. Finding no outlet or transcontinental "strait," he crept northward along the coast until he reached lower New York Bay, and landed on what is now known as Coney Island. Not finding the spot very attractive (he would probably find it more so if he were to land there in 1909), he sailed on up the bay until he reached Menatan, or Manhattan Island, and the broad river, when he thought his quest was successful, and he had found at last the long-sought "strait."

On September 13, 1609, the little Dutch tub started on its course up the mighty river. For six days the "Half Moon" pursued her



ROBERT FULTON

way northward, and Hudson's hopes must have ranged high. On the 19th, however, they struck shoal water, near the point where Stockport now stands, and this was as near to China as the "Half Moon" ever reached.

Hudson returned to Holland a sadly disappointed man, and never again saw the great waterway which has perpetuated his name, and never knew that his discovery was of much more value than the mythical "strait" would have been. He made one more voyage to America a year later, which ended tragically and fatally.

Still imbued with the idea of a northwest passage, he steered far north of the mouth of the Hudson River, until he came to the great bay which now bears his name, which he took to be the open Polar Sea. He still

upon this same broad river is a very different one from that of its discoverer, although it likewise has a pathetic ending in an early death through the too strenuous pursuit of a fixed idea.

Robert Fulton was born in Lancaster County, Pa., in 1765. Both his father and mother were poor Irish emigrants, the former a tailor by trade. When Robert was but seventeen years old his father died and the family moved to Philadelphia, where the future inventor and mechanical engineer opened a studio on the corner of 2d and Market streets, as a miniature painter, as shown by the Philadelphia directory of 1785.

Although at an age and with an occupation which offered many temptations and opportunities for breaking the laws of Moses, as well as those of the new republic, under



THE "HALF MOON," 1609

determined to push northward, but his men refused to go. Provisions were running low, sickness had broken out among them, they had lost confidence in their commander and the "leeks and cucumbers" of Europe appealed to them far more strongly than fame or fabled "straits," so they mutinied. Captain Hudson, his little son, seven years old, and five sailors, who had attempted to uphold his authority, were set adrift in an open boat and were never heard of again. Thus the man who practically opened up a new world to both England and Holland perished miserably on the threshold of his discoveries.

* * *

The story of the man who opened up a new era in navigation to the civilized world

the plea of the "artistic temperament," young Fulton applied himself so assiduously to his paints and brushes that at the end of four years he had saved enough money to purchase a small farm for his mother, on which he established her, rendering her independent for the balance of her life.

He was then at liberty to gratify a long-felt wish and make a trip abroad, in order that he might study and gain proficiency in his profession. This trip was also taken partly for the purpose of restoring his health, which had become sadly impaired. Indoor life and overwork had been a severe strain on the boy, and an attack of inflammation of the lungs was followed by pulmonary hemorrhages, so severe that his friends lost no time in inducing him speedily to take ship for Europe.

During the last years of his residence in Philadelphia, Fulton made the acquaintance of Benjamin Franklin, but lately returned from France. That eminent diplomat conceived a great liking for the ambitious and industrious young Irishman, and when he went abroad he carried with him a letter of introduction and a strong recommendation from Franklin to his distinguished countryman and fellow artist, Benjamin West, then a resident of London and rapidly gaining fame and honor at the Court of St. James.

That Benjamin West was much prepossessed by his young countryman is evinced by the fact that he immediately invited Fulton to become a member of his household and make his residence at his home, which he did, and there remained during his stay in London, which lasted for several years.

both men lent vast energies, unwavering enthusiasm and much practical experience. Of the result of their efforts, not only America, but the whole world is the beneficiary today.

One of Fulton's chiefest assets seems to have been his power of attracting powerful friends. Not only was Benjamin Franklin his stanch friend at home, and Benjamin West in England, but on his arrival in France, in 1779, he made the acquaintance of the American minister of the Court of St. Cloud, Joel Barlow, which ripened into a most warm friendship, terminated only by the death of Mr. Barlow. Of all Fulton's friends, however, the one to whom he owed the most, and to whom almost equal credit must be given for the final success of his experiments, was Chancellor Robert R. Livingston, Amer-



"CLERMONT". 1807

Just when and for what cause Fulton exchanged the delicate camel's hair pencil of the miniature painter for the stiff draughting pen of the mechanic it is hard to say. The court atmosphere instead of developing his talent for producing dainty miniatures or the fanciful allegorical pictures so popular during the reign of the Georges, seems to have driven him to the other extreme, and the last we hear of his artistic efforts is the sale of a panorama, in France, which he disposed of in order to secure the means to further prosecute his mechanical experiments.

In Henry Hudson's day the question which most agitated men's minds was the discovery of the mythical transcontinental strait. In Robert Fulton's day it was the application of steam power to motor purposes, and to the solving of these problems

ican minister to the Court of Napoleon. Mr. Livingston was not only a friend, but a partner of Fulton's, and but for his timely financial aid, it is doubtful if the various experiments would have resulted successfully.

While in France Fulton first experimented with a torpedo boat, which he successively offered to the English, French and Bavarian governments. The efficiency of torpedo boats had not as yet been manifested as a factor in naval warfare; furthermore, Fulton's boat failed somewhat in performing all that was claimed for it, and it was declined by all. All therefore that Fulton received from his first invention was criticism for offering it to the enemies of England, and again to the enemies of France.

While Fulton was unsuccessfully experimenting with torpedo boats, other men

were experimenting with steam power, as applied to navigation. At the suggestion of Mr. Livingston, he turned his attention to the new power, after the rejection of his first invention.

Fulton possessed many advantages over his competitors in this line of work. He was both a theoretic and practical mechanic, an excellent draughtsman and was immeasurably aided by the experiments of others, notably those of John Fitch, who narrowly missed the goal gained by Fulton. In addition to this, he had the hearty support and co-operation of Mr. Livingston, who possessed ample means, personal influence and an extensive acquaintance among influential men at home and abroad.

In 1803, through the united efforts of Messrs. Fulton and Livingston, the first steamboat was built upon the Seine. When it was almost ready for its trial trip the entire works sank to the bottom of the river, the machinery being too heavy for the framework of the boat.

Fulton was overwhelmed and almost in despair. For twenty-four hours, without food or rest, he toiled with his own hands to raise the tangled mass of iron and timber. The exertions of this terrible day and night brought on a return of his pulmonary trouble, permanently injured his health and was the primary cause of his early death.

This boat was rebuilt upon the Seine, and its trial trip was moderately encouraging, as it moved slowly through tranquil water. Mr. Livingston was then about to return to America, so it was decided that the next attempt should be made upon American waters.

Just prior to his departure for America, Fulton married Miss Harriet Livingston, a near relative of Chancellor Livingston, at whose house he first met her, and contrary to the precedent of most married geniuses, the marriage proved an unusually happy one, for Mrs. Fulton was amiable and accomplished, and sympathized fully in the ambitions and experiments of her husband.

In September, 1807, the famous "Clermont" (so named from Mr. Livingston's country place on the Hudson) was completed and made her trial trip to Albany and return, her running time up stream being thirty-two hours, down stream thirty hours, or five miles per hour.

The "Clermont" may be said to have been a success from her maiden trip, as she

was immediately put in service as a packet between Albany and New York, and continued to run with profit to her owners and chagrin to the other river boatmen, who made so many attempts to cripple or destroy their formidable rival that a special act of the New York legislature was passed for her protection.

Fulton devoted the balance of his life to the improvement of the steamboat, but unfortunately that life was not long, as he died from a recurrence of lung trouble, February 24, 1815, not quite fifty years of age. His remains lie in Trinity Churchyard, New York.

* * *

Next September the centennial and ter-centennial of these two important events in the history of this country will be celebrated in a befitting manner, not only in the big city at the mouth of the river, but throughout the entire Hudson Valley.

Of all the centennial celebrations held in the United States, none, unless perhaps the first centennial, held in Philadelphia, in 1876, offers such an opportunity for displaying the progress made since the discovery of the New World.

From the "Half Moon," creeping cautiously into the unknown waters of New York harbor, with half-furled sail, to the "Mauritania," sweeping majestically up the bay under stress of her powerful turbines, is a long step, and if the two English captains could clasp hands across the chasm of three centuries, it is hard to say which would laud highest the bravery and skill of the other in successfully navigating his respective vessel across the Atlantic.

Three hundred years ago a painted savage watched with wonder-widened eyes a strange, winged craft slowly making its way into the harbor. Today around the great Statue of Liberty ships of every nation circle, and the water of the harbor knows no rest from the passage of every-known class of vessel, from fussy tugs to majestic liners.

There have likewise been many changes along the great river since the little Dutch vlie-boat first ascended the stream. The contrast between the "Half Moon" and the "Mauritania" in New York harbor is not greater than between Molly Brant, stolid and sinister, with her stalwart, dusky, half-breed sons, paddling their light bark canoes silently and stealthily down the

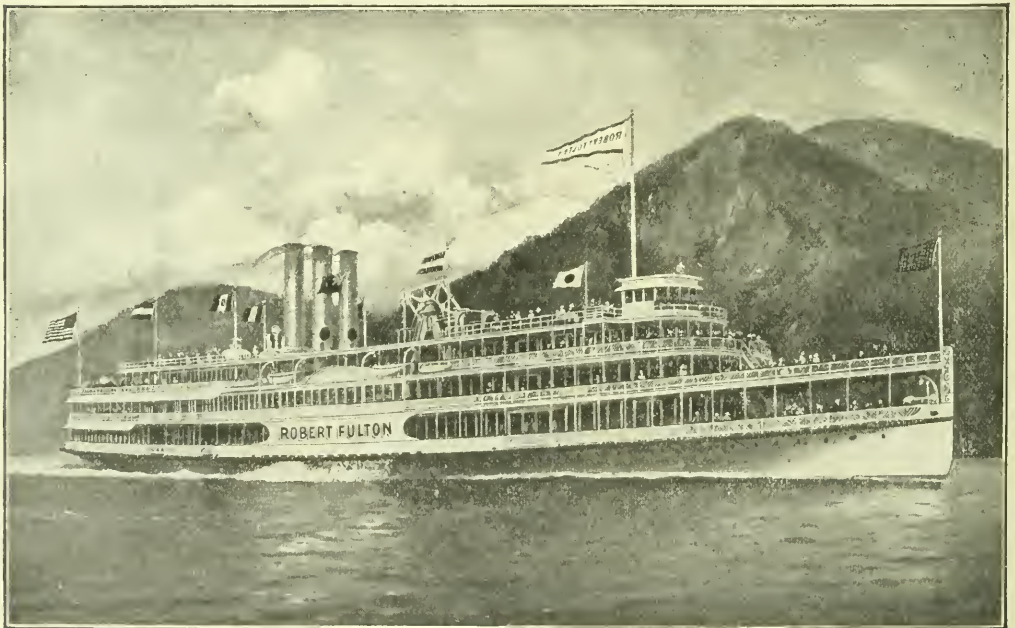
Mohawk into the Hudson, and a gaily attired, laughing, singing, pleasure-seeking party on one of the big new Day Line boats, bright with brass work and fresh paint, festive with bunting, waking the echoes of Cro' nest and Storm King with the merry strains from her orchestra, or the long-drawn note from her whistle.

Scenes tragic and comic, everlastingly interwoven into the history and literature of the American people, have been enacted along the Hudson. Here the wide-breeched, narrow-minded Dutch patroons farmed the fertile acres and amassed gold pieces in plenty; here some of the fiercest battles of the Revolution raged, and this same fertile valley drank deep of the blood of patriot and alien. Heroes and heroines of history or fiction have trod every foot of the distance from the Highlands to the mouth of the great river, and the traveler is never out of sight of some scene of interest, and to one who knows the history of the river well, these scenes call up alternate tears and laughter, like sunshine and showers on an April day. It may be the spot where Alexander Hamilton fell, whose fall shook the young republic to its foundation. It may be where Major Andre was captured, and suffered the fate of war—a traitor or a hero, according to the

point of view. Or, it may be the rocky island where the doughty Dutch commander met Anthony the Trumpeter with a new sign in diplomatic converse.

It may be West Point, the "War Cradle," where were trained the men who have led the army that has never yet known defeat; or, it may be the peaceful valley where "Bram Bones" overcame the adversary by the skillful maneuvering of his pumpkin artillery.

But year by year the scene is changing; struggles in Wall Street have taken the place of Indian warfare; steam and electricity have superseded the sail and the paddle. Could Henry Hudson come back he would not recognize his "Great River of the Mountains." If Rip Van Winkle had gone to sleep the day the "Clermont" made her maiden trip he would have been more puzzled than ever to have wakened at the sound of the "Hendrick Hudson's" siren. Nay, if that later "Rip," so well beloved by the present generation, could come back from that resting place where he was so tenderly laid, not many years ago, he would find some of his old haunts invaded by the restless spirit of commerce, and not even "Schneider, my dog Schneider," could now trace the foot-prints of some of the by-gone heroes of the Hudson.



THE "ROBERT FULTON," 1900



Stub Ends of Thought

By ARTHUR G. LEWIS.



ONE lie may conceal a truth, but many untruths will often disclose a fact.

DOUBTS are the children that cling to the skirts of Courage and Confidence.

DON'T go around the world looking for chips to knock off your own shoulders.

How many of us never find out what we really want until it is hopelessly lost to us forever!

BUILD all the air castles your fancy craves, then turn your back on the ruins as they fall.

IF a fellow can manage somehow to compass a large hope his fears are always within control.

LIFE is so short and death so long. Brace up, keep smiling and burn the bridges behind you!

SILENCE too often spells indifference or neglect, and forgetfulness is merely a convenient form of selfishness.

Is it the mother in woman's love or the child in a man's nature that makes them so necessary each to the other?

THERE is only one woman in the whole world—the one that you and I have found absolutely necessary to us.

THE desolate silence of indifference and neglect reaches its millennium of disappointment in the night of necessity.

THE only true diagnosis of absolute love is proved by the God-touched test of self-sacrifice and unselfish devotion.

WE learn a new lesson of the beauty of sunshine after being bound within the shadows and away from Nature for a time.

WE never know the worst side of a man until he has been driven into a corner by the weakness of his self-constructed position.

Thought

By ARTHUR G. LEWIS

Thought is the cornerstone of every structural thing,
The faithful father of each substance true,
Without it reason has no earnest ring,
And new accomplishments are rare and few.

Thought is the infant dawn of each new day,
A mighty power unknown in its worth,
Its true conception for a time concealed,
Yet governs all important work on earth.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR" — NEW YORK TO WASHINGTON.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 30, 1909.	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY	
EASTWARD											
LV. WASHINGTON, NEW UNION STA	7.00 AM	9.00 AM	9.00 AM	11.00 AM	1.00 PM	3.00 PM	5.00 PM	8.00 PM	12.15 AM	2.52 AM	-----
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46	-----
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	-----
AR. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	6.50	8.19	11.50	3.50	6.00	-----
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32	-----
AR. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43	-----
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 30, 1909.	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 503 DAILY	No. 511 DAILY	
WESTWARD										
LV. NEW YORK, 230 STREET	11.50 PM	-----	7.50 AM	9.50 AM	11.50 AM	1.50 PM	3.50 PM	6.50 PM	6.50 PM	-----
LV. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00	-----
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	-----
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	-----
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27	-----
AR. WASHINGTON, NEW UNION STA	7.50	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22	-----
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 30, 1909.	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	
WESTWARD									
LV. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	NOTE.	
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM		
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM		
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM		
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM		
LV. WASHINGTON, NEW UNION STA	4.05 PM	5.30 PM	9.10 PM	12.40 PM	1.27 PM	9.10 AM	12.30 AM		
AR. DEER PARK HOTEL	10.12 PM	11.39 PM	-----	6.59 AM	-----	3.19 PM	-----		
AR. PITTSBURG	-----	-----	6.45 AM	-----	9.40 PM	6.25 PM	8.50 AM	Lv 5.25 PM	
AR. CLEVELAND	-----	-----	12.00 NN	-----	-----	-----	-----	-----	
AR. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	9.00 PM	-----	-----	
AR. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	Lv 5.15 PM	
AR. OHIOAGO	-----	5.15 PM	-----	-----	9.45 AM	-----	-----	9.25 PM	
AR. OINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	1.45 AM	-----	7.30 AM	
AR. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	8.35 AM	-----	-----	
AR. LOUISVILLE	11.50 AM	-----	-----	9.35 PM	-----	7.20 AM	-----	-----	
AR. ST. LOUIS	5.50 PM	-----	-----	7.28 AM	-----	1.40 PM	-----	-----	
AR. OHATTANOOGA	-----	-----	6.20 AM	-----	-----	-----	-----	-----	
AR. MEMPHIS	11.25 PM	-----	8.45 AM	-----	-----	-----	-----	-----	
AR. NEW ORLEANS	10.55 AM	-----	8.15 PM	-----	-----	-----	-----	-----	

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 30, 1909.	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	
EASTWARD								
LV. CHICAGO	-----	-----	5.40 PM	10.40 AM	-----	-----	8.30 PM	-----
LV. COLUMBUS	-----	-----	-----	7.00 PM	-----	-----	-----	-----
LV. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.25 AM	-----	-----	10.50 AM	-----
LV. CLEVELAND	-----	-----	7.30 PM	-----	3.00 PM	-----	-----	-----
LV. PITTSBURG	-----	-----	8.10 AM	-----	10.00 PM	-----	-----	-----
LV. ST. LOUIS	* 9.00 AM	1.45 AM	-----	-----	-----	* 6.00 PM	1.15 PM	-----
LV. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	-----	9.28 PM	-----
LV. INDIANAPOLIS	2.25 PM	* 8.05 AM	-----	-----	-----	-----	4.32 AM	-----
LV. OINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	-----	8.00 AM	-----
LV. NEW ORLEANS	-----	9.15 AM	-----	-----	-----	-----	7.10 PM	-----
LV. MEMPHIS	-----	8.35 PM	-----	-----	-----	-----	6.35 AM	-----
LV. OHATTANOOGA	5.05 AM	12.05 NT	-----	6.19 AM	-----	-----	-----	-----
LV. DEER PARK HOTEL	6.44 AM	12.38 AM	-----	6.30 PM	-----	8.40 PM	4.29 PM	-----
AR. WASHINGTON NEW UNION STA	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM	-----
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM	-----
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM	-----
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM	-----
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM	-----
AR. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM	-----

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR" — WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Deer Park, Md., and Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington and Deer Park, Md. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car New York to Deer Park, Md. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Deer Park, Md., to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Washington. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. D. CRAWFORD, City Ticket Agent.
 G. W. SQUIGGINS, City Passenger Agent; G. W. PAINI, Passenger Agent; C. W. ALLEN, Traveling Passenger Agent.
 Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, O. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent; Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent; J. B. LOHMAN, City Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo II.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORB, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EYAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. OBONE, Ticket Agent.
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MASSILLON, OHIO, W. H. RICH, Ticket Agent.
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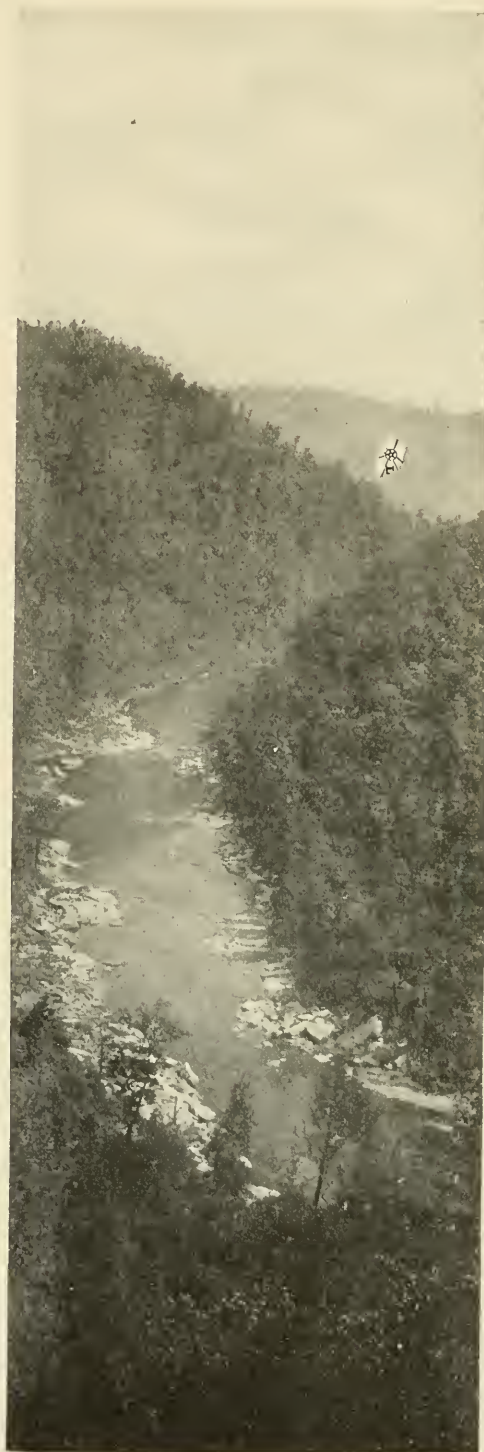
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BOOK OF THE ROYAL BLUE

AUGUST, 1909

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LIMITED TRANSPORTATION OF THE FUTURE

The Wright Aeroplane at a height of 250 feet, as it would appear over Baltimore. (See page 10.)

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XII

BALTIMORE, AUGUST, 1909

NO. 11

The Skyline of New York, a Billion-Dollar Mile, One of the Wonders of the World

(See pages 12-13.)



AR back in antiquity there were constructed seven famous buildings or works of art, which have been handed down through the centuries as the "Seven Wonders of the World,"

namely, the Egyptian pyramids, the hanging gardens of Babylon, the temple of Diana at Ephesus, the statue of Zeus by Phidias at Olympia, the mausoleum at Halicarnassus, the Colossus of Rhodes and the Pharos or lighthouse at Alexandria.

In the Middle Ages seven others were named: The Coliseum at Rome, the catacombs of Alexandria, the great wall of China, the Druidical temple at Stonehenge, England, the leaning tower of Pisa, the porcelain tower of Nanking and the Mosque of St. Sophia at Constantinople.

All of these marvelous structures must have been planned by great architects and developed by master builders, to be able to stand through the ages. But the price of labor was at a discount, and slaves entered largely into the field of common labor. Building machinery was crude according to the ideas of modern times, and building construction was more a matter of vast manual labor rather than skilled method.

Comparing what we are pleased to call up-to-date methods in this twentieth century, A. D., with the twentieth century, B. C., we are inclined to believe the marvels or greatest wonders of the world in building construction are those of the present day.

For daring achievements along these lines, America has startled the world, with New York City in the lead. The voyager

from the Old World entering New York harbor and sailing up the Hudson River to his steamship dock is spellbound with the sight of a great city of giant buildings rising from the water. Ask him what impressed him most on his visit to the United States and he will say at once, "The skyline of New York." From the Battery to 23d Street a magnificent panorama of stately buildings gracefully silhouettes the sky, and at their feet, projecting into the water, are hundreds of piers and slips, in and out of which steam the never-ending rush of ocean steamships, freighters, tugs and ferry boats in feverish activity, day and night.

Even the commuter who crosses the river twice a day between Jersey City and New York takes time to look up from his newspaper long enough to view the scene and make a mental note of some new building which has escaped his notice. The skyline of New York is a part of him; take him away from it a week and he is lonesome. The traveler from the South and West to the great metropolis feels a sudden self-importance as he steps from his train upon the ferry boat at Jersey City and is confronted by the grandeur of the sight. He quickly seeks a point of vantage on the boat from which he can breathe the refreshing sea air and take in every inch of the moving panorama as the boat passes in full review up to 23d Street. It is a glorious excursion by water up a beautiful river, a fitting end to a railroad journey.

Behold another wonder of the world!

Manhattan Island from the water is a picture which has no parallel. No lowering smoke hangs like a pall over the city to

(Continued on pages 12 and 13.)



BROADWAY AND THIRTY-NINTH STREET, LOOKING NORTH
Metropolitan Opera House Times Building Hotel Astor



THE SHIPPING DISTRICT OF NEW YORK, EAST SIDE



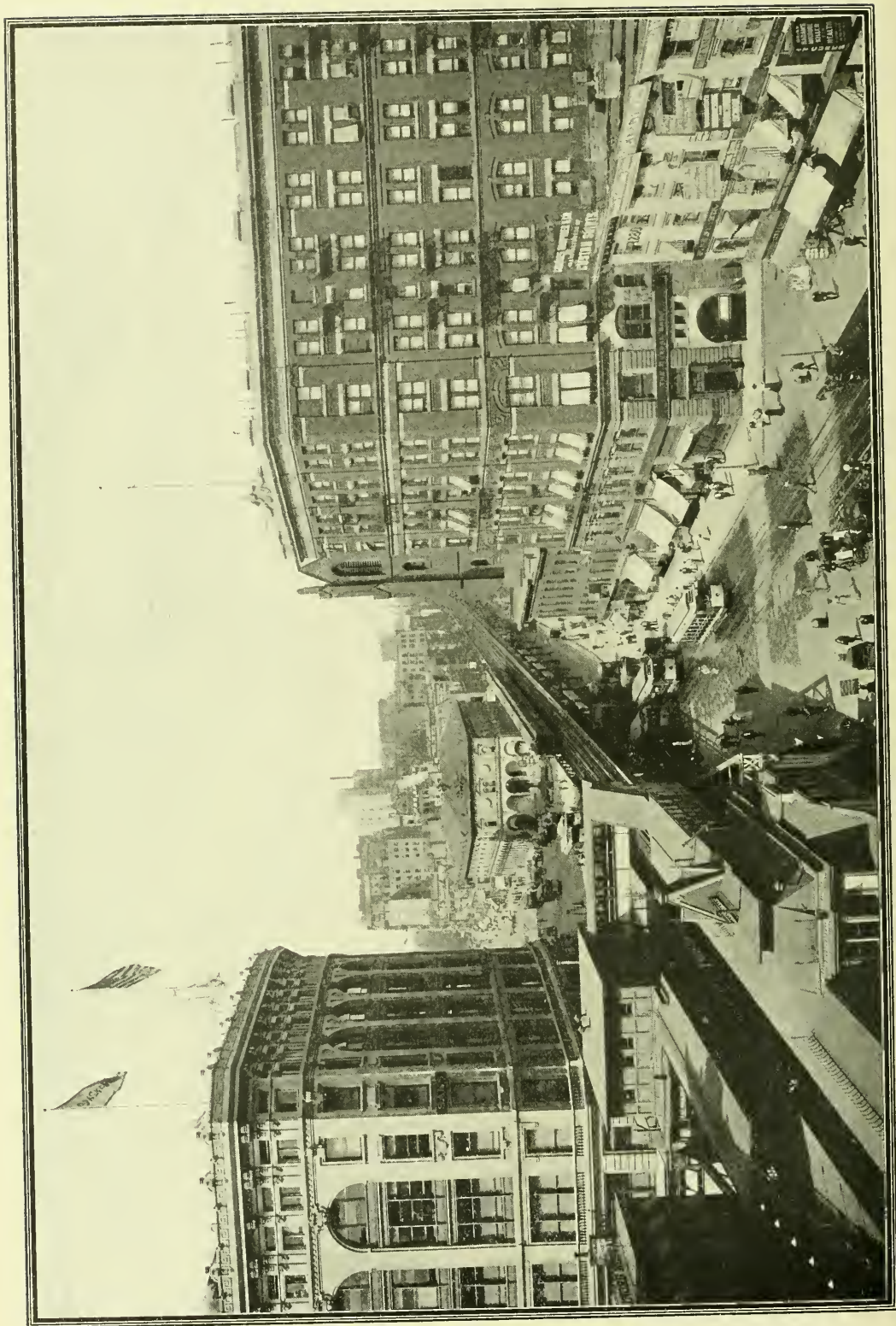
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TWENTY-NINTH STREET AND FIFTH AVENUE

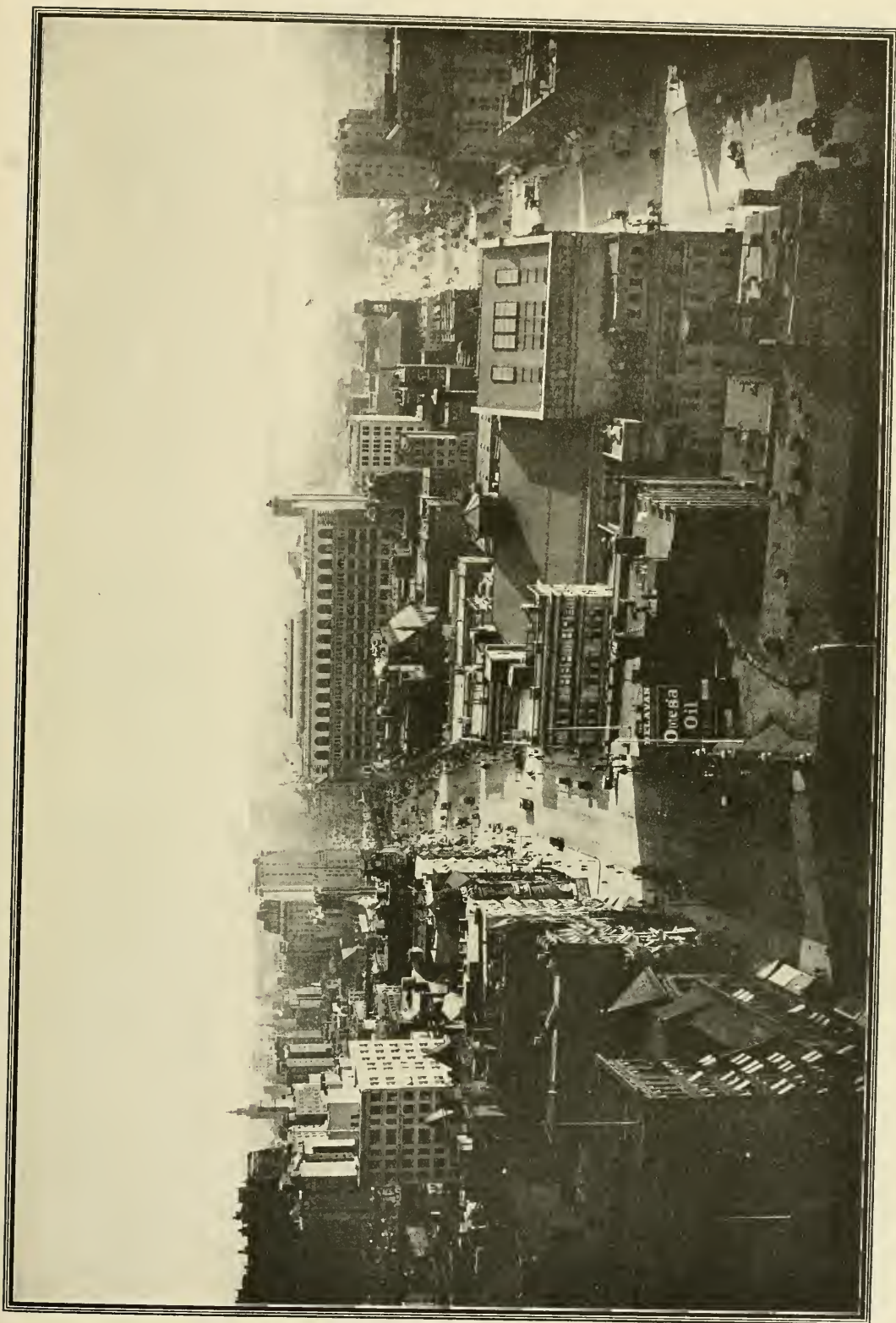
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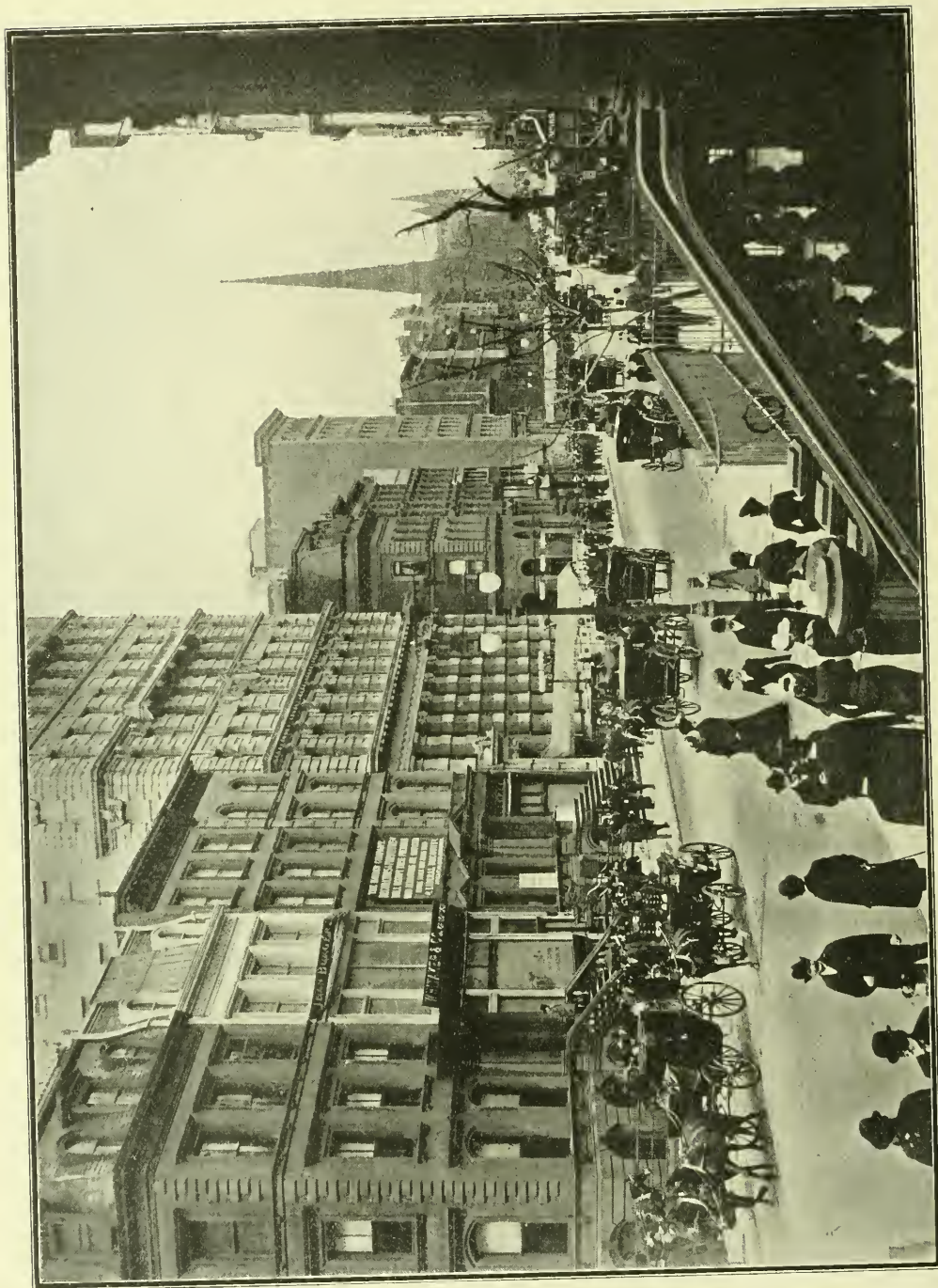
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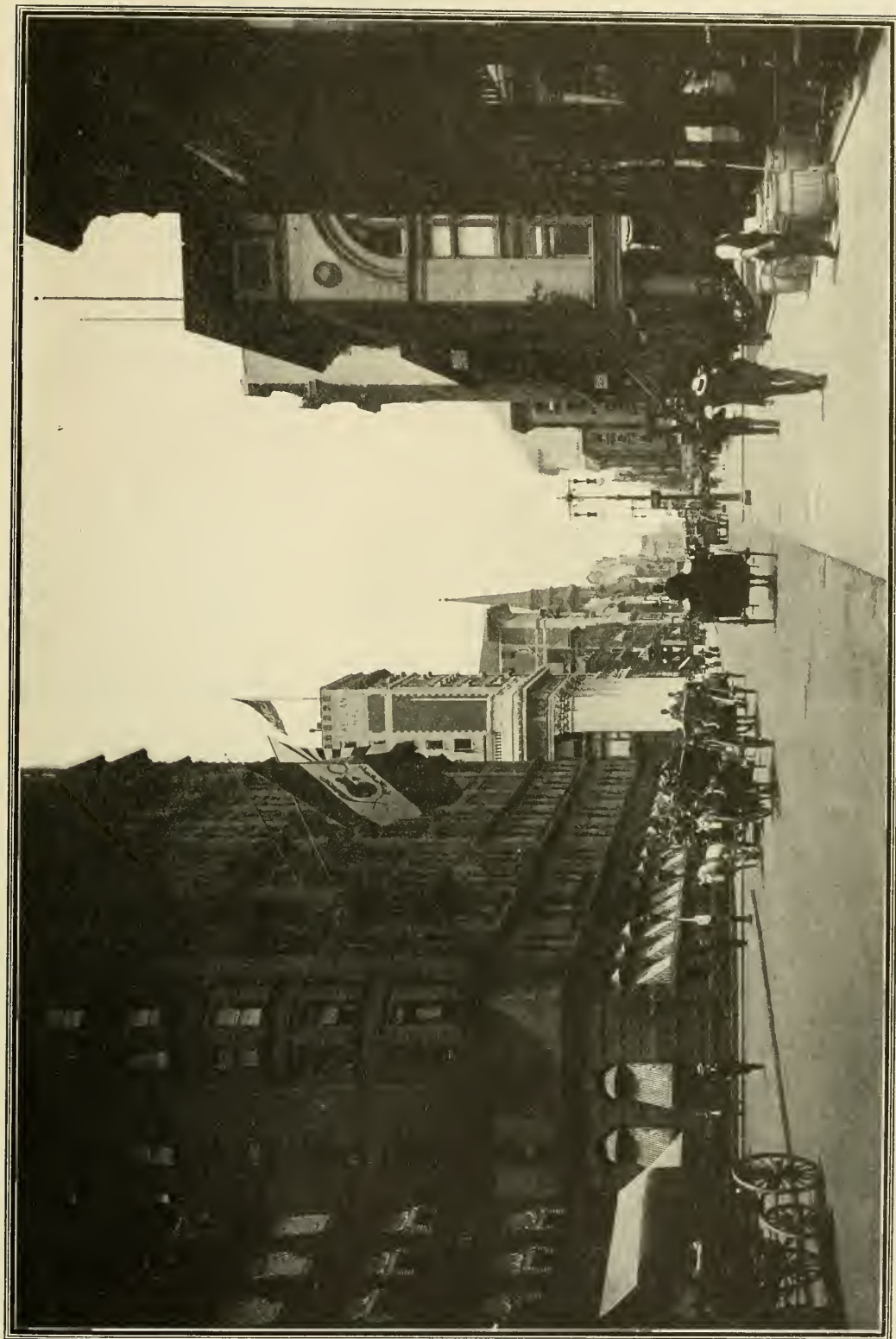
HERALD SQUARE, THIRTY-FIFTH AND BROADWAY



LOOKING SOUTH FROM THE TIMES BUILDING
Broadway and Forty-second Street



FIFTH AVENUE, NEW YORK CITY, THE WEALTHIEST THOROUGHFARE IN THE WORLD



THIRTY-THIRD STREET AND FIFTH AVENUE

Waldorf-Astoria

Limited Transportation of the Future

(See Frontispiece)



ON Saturday, July 30th, Orrville Wright and Lieut. B. S. Foulois of the United States Army sailed in the Wright aeroplane from the parade grounds at Fort Myer, opposite Washington, to Shooters Hill, Alexandria, and return, a distance of ten miles, at a rate of speed of about 42 miles an hour, thereby winning from the United States Government a bonus of \$5,000 in addition to the contract price of \$25,000 for an airship for government use.

The flight was the first cross-country trip ever made in the world by a heavier-than-air machine over broken territory. It was the second and final test required by the United States Government before accepting the machine.

The conquest of the air therefore is no longer problematical; it is for the future to overcome minor details and perfect them, the same as it was for the railroad, the telegraph, the telephone and the automobile.

The aeroplane is different from the dirigible balloon. It is something that can spring from nowhere, perform its mission and disappear somewhere determined upon before it goes. Its carrying capacity is a matter of the future. It will not require a gas tank; is not a huge mass of inflation; can jump into the air from a mountain as well as a plain; and, from the dim vision of the present, it will have its distinct uses in the future.

It is, therefore, not hard to understand the enthusiasm of the assemblage of people

who gathered on the parade ground at Fort Myer at six o'clock in the evening, who witnessed this epoch-making event.

President Taft arrived on the field after the biplane had soared to Alexandria, but he saw, smiled appreciatively, and said that it was good.

The assemblage of about five thousand included prominent men from both houses of Congress and men from the top ranks of the army, together with those American enthusiasts who pin their faith in the all-American everything.

□ The Stars and Stripes floated from the forward planes of the machine, and that was a signal in itself to create enthusiasm. That little flag was given to Mr. Orrville Wright by a small boy, who asked him to stick it on his machine, and Mr. Wright did. The small boy may live to see even greater accomplishments with the American flag "stuck on."

As said before, it is only a matter for the future to determine upon the possibilities of the aeroplane. The photograph reproduced with this article is not real today, but may be tomorrow. The photo of the aeroplane is true; it was taken at a height of 250 feet, with Orrville Wright and Lieut. Lahm in the seat. The photo of Baltimore is true; it was taken from the Baltimore & Ohio building, at a height of 175 feet. The reproduction is a composite photograph from both negatives, and while it may be startling now, a real photograph taken from the same point is one of the possibilities of the future.



“The Call of the Wild”

By ESTHER WIRGMAN

*How loudly calls the wilderness,
There's many a man can tell,
Though in a city's busy life,
For long years he may dwell.
But in his heart, so sweet and clear
He hears the restless sea,
Or feels the forest atmosphere,
Forever wild and free.
Beyond the touch of counting-house,
Beyond the clink of gold,
The wilderness still calls him home,
Her beauty to unfold.*



THE SKYLINE OF NEW YORK

(Continued from page 1)

obscure the view. The great skyscrapers of graceful outlines are most impressive and interesting. Wonderful as they appear to the eye, more wonderful are they when the great engineering achievements in their construction are considered. Built of steel and concrete, anchored deep into bed rock, they defy the ocean winds and storms which often prevail.

From Battery Place to Canal Street there is more real estate wealth than in any other single mile of territory in the world. It may well be called "A Billion-Dollar Mile."

Commencing at the lower end of the island and viewing the procession of buildings northward as they come into view, the architectural panorama is bewildering.

Whitehall Building, facing Battery Park, with its twenty-two stories, boldly takes the breezes direct from the harbor at the lower end of the city. It stands isolated, and through the open space to the north are seen the custom-house and Washington Building. The Bowling Green Building is the next high building facing the water-front, and the group of low buildings to the north of it affords an excellent view of the Standard Oil and Exchange buildings on Broadway.

Manhattan Life Building, on Broadway and Exchange Place, next appears. It has eighteen stories and is 350 feet high. Adjacent to it is the Empire Building, narrow and almost as tall. The United States Express Building then presents a broadside of towering proportions to view.

Trinity Church appears through the opening between the United States Express Building and the American Surety Building. A glimpse is obtained of the Trinity Building, 310 feet high, standing by its side.

The American Surety Building, on Broadway and Pine Street, looms up with twenty-one stories, and is 308 feet high, and the West Street Building appears isolated, rising out of the water.

A breathing space appears for a moment before the Singer Building reaches up high into the sky. Through this opening is seen the Washington Life Building.

The Singer Building on Broadway and Liberty Street is the highest office building ever erected. It is 612 feet high and has forty-nine stories, dominating the skyline of New York. It compares with other tall structures as follows: Eiffel Tower, France, 984 feet; Washington Monument, 555 feet; Philadelphia City Hall Tower, 537 feet;



LION-DOLLAR MILE

Photo by G. B. Luckey

Cologne Cathedral, 516 feet; Rouen Cathedral, 490 feet; Great Pyramid, 537 feet.

The City Investing Building, adjacent to the Singer Building on Broadway, is 418 feet high and has thirty stories.

The Hudson Terminal Building on Church Street, between Fulton and Courtlandt, has twenty-two stories. It is the largest office structure in the world.

Next in view, and back from the waterfront, follows the St. Paul Building and the Park Row Building, which is 336 feet high with thirty-one stories; the American Tract Society, Tribune, World, Postal, Home Life, Broadway Chambers, Dun, Barclay, Vincent and New York Life buildings, surrounded by myriads of other buildings, which, taken by themselves, are higher than the average city building.

Occasional glimpses of great structures farther over from the water-line are obtained, including the United States Realty Building on Broadway, 300 feet high; Bank of the State of New York on Exchange Place, twenty-two stories; Hanover Bank Building, Nassau Street, twenty-three stories and 300 feet high, and Commercial Cable Building on Broad Street, 317 feet high.

Many of these buildings are open all night, and the twinkling lights high up in the air on dark nights when the outlines of the buildings are not discernible present a fascinating appearance.

From the ferry boats, the city has the appearance of being built on the side of a hill. So deceptive are the lights in the buildings that to one unacquainted with the outlines of the structures it seems incredible that they are from the windows or towers of the high structures.

The powerful light in the lantern surmounting the tower on the Singer Building may be seen for sixty or seventy miles.

There is, perhaps, no short trip by boat anywhere in the world so full of charm as the ferry ride from Communipaw, Jersey City, to 23d Street Station, New York—and there is no other.

When the wonderful panorama of lower New York is passed, the scene shifts to the Jersey side of the Hudson, where the beautiful palisades slope to the water's edge; and all the way are glimpses of the great ocean greyhounds, either passing or moored at their docks, and, almost always, some Government warship is anchored in full view in midstream.

A Mistress of Fence

By A. D. W.



HERE was a thick unpleasantness in the atmosphere of this square. It—the square in question—was one characteristic of the Capitol City. Beautiful maples lined it on either side and pleasing green terraces—sometimes one, two or even three—stretched from the pavement to the front doors of the houses along the thoroughfare. Of course, these little grounds were regulated in size according to the width of the house, lot and the financial disposition of the owner at the time of purchasing.

The location was not in the central portion of the city, neither was it isolated in its situation, but was included, among a number of others of its kind, in what is commonly called a subdivision or attached suburb. It, therefore, reveled in the enjoyment of some distinctive rights.

The square—and by this local expression I mean the street mentioned—as I remarked, was very pretty, rather choice among its kind, and was consequently much sought after by a rather incongruous assortment of citizenship. There were some tradesmen, rather rich and proverbially aggressive; some local lawyers of greater or less repute, and, not the least graceful and imposing among its contingent, a member—a member from the Far West, large, blustering and important, most important; and as equally necessary as his coadjutrix, a wife, also from some small, far-away town, with a head full of notions of queenship and empty of normal intelligence, as a consequence, with vain ideas of capture and complete surrender, if not of this whole big city, at least not the slightest suspicion of failure in the conduct of this particular square. A member's wife was something to be looked upon with awe and reverence and was certainly to be addressed with great humility by those who dared to make her acquaintance.

But, strange as it may sound, quite a while elapsed since she had made her debut, with bandboxes and a bouncing baby, in the midst of these old, conservative citizens before the presence of her household was detected.

Such inconsiderate action must be acci-

dental thought she, and so, after innumerable disappointments and reasonable time of waiting, whereas the silence was quite as great as before, the member's wife, feeling secure in her position, sent her housemaid to borrow the next neighbor's hatchet. Of course, she mused, the next neighbor would only be too glad of the distinction; and said next neighbor being kindly and hospitable accommodated the handmaiden.

Then the aforesaid next neighbor, thinking the newcomer must surely be lonesome—a young wife and so far away from her home—in her motherly heart tried to befriend the lonely lamb, and not only hatchets, but buckets, screwdrivers, watering hose and other like useful and necessary articles were continually being sent over the back fence for the accommodation of the member's wife, and which, sad to relate, rarely made their reappearance.

The good neighbor could hardly see the propriety of this, but she sought to be charitable. If the member's wife could afford such expensive gowns—and the member's wife was vain about her appearance—why couldn't she buy a few things for her house, reasoned the neighbor, who was beginning to get restless under increasing demands. Countless times a day a graceful figure arrayed, not in dyed garments from Boyrah, but in a much-faded and decollete cast-off mold, made her demands for entrance, to be shown this, that, the other, in the art of embroidery, all of which she asked much as a fretful, spoiled child.

Things were now getting somewhat strained, because her foolish requests were occasionally being refused, and finally a coolness spread itself when the member himself sent in one morning and asked to borrow his benefactress' serving man, to "make up" his furnace fire! Exasperation was expressed in every lineament and outline of the good neighbor's face.

"Tell your master I keep a serving man for my own service, not the service of my neighbors," she indignantly responded. Consequently, when next the two ladies met there was a chilliness in their acknowledgments of acquaintance.

During this time the terrace of the neighbor was not playing an inconspicuous part in bringing about the above-named "coolness."

The member's wife, as I said, had a new baby, that is, not so very new, but at the nondescript age usually called "interesting." The neighbor had no baby, and so, according to instinct and desire, she wanted to care for something, and she tenderly and motherly cared for some choice little plants arrayed in various places on her terraced lawn. A large tree disported shade to one side and near by such plants as required but a gentle touch of heat were grown.

Now, this tree, in the eyes of the member's wife, was just the place whereon her baby—a shawl spread out—could crawl and kick his fat legs high in the air and enjoy—even to his little afternoon cat naps—the fresh air of an entire day. The kindly neighbor had quietly hinted her objection, as it wore away the freshness and beauty of her lawn and flowers and in no way added tone to her establishment. But the member's wife was possessed with an irritating denseness and received the suggestion with equanimity and often joined the group under the tree, and when time and great matters of state and ceremony permitted (for the vain member and his wife, too, had distant visions of the White House as a prospective residence), the member, his fat self coatless and restless, would add his grand proportions among them. In the language of the times, the next neighbor's lawn was evidently "a very good thing."

Indignation too intense for utterance would light up the next neighbor's visage as she glanced out of her window at the scene below. Therefore, when matters arrived at their highest, she looked about for an idea of amelioration and protection of her premises and the genteel appearance of the front of her house. The interior barricade having been secured against intrusion, she found it, the idea, and one day, while the member's wife looked through partly closed blinds, she saw a man, a workingman, dig, by careful measurement, a foot on the neighbor's side, some half dozen holes, six inches deep, down one side of the neighbor's terrace. The member's wife's curiosity was growing with each new hole and the blinds were opening wider with maturing interest. Then a slight round pole was placed in the first hole, and bang! bang! bang! and lo! it was made firm and stood

two feet or more! and then there were six, and wire netting covered from pole to pole. By now the member's wife was hanging out of the window, with a most uncertain balance.

And then came another man, and with him the good neighbor. He had some delicate, feathery vines, and she had suggestions where to place them. The network of wire was to have a drapery of these feathery leaves.

The member's wife could repress her anger no longer, and she called down with tears in her eyes and a suspicious quaver in her voice, "You have spoiled my place, and baby can't play under the tree any more. You haven't a right to put those things up." The good neighbor was determined and not to be shaken.

"I think I have a right to use my ground as I wish, and, besides, my fence is one foot removed from the edge of my ground limit."

"Well, I don't care, my husband will make you take it down."

Repatee was making clusters in the air.

The good neighbor walked into her house, and, according to reports from her family, they had to "bring her to."

Not long afterward the member's front door gave a loud bang, and down the street went the member's wife, holding her skirts high in the air, her mind filled with dreadful usage.

Soon after, the member and his wife, hands joined together as if ready for a combined assault, each expressing in his particular way the mightiness of the effort and argument he was about to use, returned to their home. They went up to the posts. The member talked loudly and swore profanely, the wife acknowledging the reasonableness of his action by shakes of the head. The neighbor was called loudly to "come out," which she did, but was serene in her right to have her fence and to hold it.

The member, with commendable assistance of his wife, measured to find a flaw. He then made threats. He would present a bill and he knew it would be carried. He would have it read, "whereas, hereby, all obstacles between lawns and grounds should be immediately removed." The neighbor was not disconcerted and determined to leave the fence up until said bill would compel her to retract her protection of her property.

The member lost no time in getting to the big white building the next morning. In it he would find his satisfaction for a personal injury. The wife walked out later with a springy step.

The member worked earnestly and with great inspiration on his new bill. His associates were eager in anticipation of the wonderful measure he was telling them he would present to them and of their duty to carry it.

The time came. The member's wife had a seat in the gallery. She wore her best clothes. She was radiant in the sunshine of notice. The member arose to speak. His wife had a lump of emotion to swallow. She was happy with pardonable pride.

With a fervor and eloquence worthy of a better cause he presented the dire necessity of expulsion of obstacles of a certain nature between house lots, and with a dexterity hardly second in its enthusiasm to his own the great body as a whole joined arms against such public abuses. The bill had become a law. A fiat had gone forth, in consequence of which the member's wife walked with even a higher step and her gown removed on one side of the common level far above its usually ambitious wont. The member swung himself from side to side. He had done "great things this day, which should be told long ages after." The newspapers gave it local notoriety and published this special statute in the interests of their patrons.

But one citizen on whom the member and his wife kept their ever-watchful eyes remained quite oblivious of the law—apparently.

The member made a neighborly call

when his irritation became too intense, and as satisfaction was not his reward, he hunted up a proper authority to enforce order. It—the proper authority—looked in upon the delinquent observer and pointed the way of the righteous as being that of obedience to the law, down so far back even to the days of Moses.

The neighbor kept a discreet silence. The arm of the law continued reiterating "that if in so many so and sos the fence was not laid low, he would be compelled by force of his position to do so and so. Of course, he was most sorry, etc." The neighbor paid him a polite "good morning." But the fence remained intact and the pretty little vines trailed clingingly over it.

In short order the member and the man of authority paid another call in joint fellowship. They stated their terms in firmness and strong words.

The good neighbor drew herself up proudly:

"You, gentlemen, know not the law, and I hope you will pardon the tenacity with which I hold onto my rights. But, to save you any unnecessary trouble—yours has been quite sufficient, I think, to hunt up a technicality—I have a paper from my lawyer which states a limitation to your bill, and authorizes me to continue the privilege I now hold.

"Your bill states the removal only of articles of obstruction having dangerous points exposed, such as barb wire, and as mine can in no way be construed under that law, I have the pleasure to inform you that your trouble has been for naught."

From a thick unpleasantness in the atmosphere of the square, there is a positive London mist.





TRACK TANKS ON THE BALTIMORE & OHIO RAILROAD

Track Tanks



FOR decreasing the running time between Washington, Baltimore, Philadelphia and New York, the Baltimore & Ohio Railroad maintains two pumping stations with track tanks for delivering water to engines while on the wing. These two stations equally divide the distance, ninety-six miles, between Baltimore and Philadelphia.

The first set of tanks is at Swan Creek, thirty-two miles from Baltimore, and the other at Stanton, sixty-four miles from Baltimore. It is estimated the tanks save five minutes in the running time of each train, which is of tremendous value to travel between points of such importance.

A few hours passed at one of the tank stations, watching its operations, is decidedly interesting. For twelve hundred feet, stretching on each side of the pumphouse, the tracks are each centered with its tank of water. The tanks are deceptively shallow to the eye, looking like ribbons of white as they catch the sun's reflection, though in

fact, they are seven inches deep and nineteen inches wide.

The impulse to wait the arrival of some "flier" is irresistible and the genial pumpman assures you the wait will be of short duration. The man in charge operates the valves for letting the water into the tanks or "pans," as he calls them, from a small house topping the grade and commanding a full view each way the entire length of the tanks; not unlike a canal lock tender, he supplies the water to speed the traffic on its way. When one of the tanks has been emptied by a passing train he immediately turns his lever for that tank and in a few minutes it is again ready for business. His principal care is to refill the tanks as quickly as possible, because he knows not how quickly some "special" will follow or precede the regular trains. A small electric bell rings as soon as some engine scoops the water from the tanks and reminds him instantly in case other duties demand his attention.

In winter the water is heated by steam injected from a main supply pipe every forty-

five feet. This keeps the water warm during the coldest weather and prevents freezing, which is absolutely essential, as even the smallest coating of ice would clog the scoop on the locomotive and prevent the water from flowing into the tender.

During the coldest winter weather great ridges of ice form along the tracks from the spray and water thrown to each side by passing trains, creating in reality a "Great White Way."

The tanks are bathtubs for all the feathered denizens of the fields. Frequently in the morning flocks of all kinds of birds can be seen drinking and bathing in the clear cool water, forming a community of interest with the numerous tramps and "hoboes."

At the approach of the "Royal Limited,"

the pumpman notifies anyone who is near to get well to the side. Faster and faster she approaches the tanks, then with an appreciable slowing up the scoop is dropped. Great sprays of mist and water shoot out on each side of the engine, increasing as she comes thundering along, and through the mist of a miniature Niagara she sweeps grandly past and with a final wriggle, like a rising duck, casts from off her gleaming sides a myriad of glistening drops and is on her way, replenished and triumphant. Minutes have been saved, and minutes are her stock in trade.

Once more the water flows back into the tanks and the game goes on—the game of saving time, the ever-present watchword of a modern railroad.



BALTIMORE & OHIO EXPRESS TRAIN TAKING WATER AT FORTY MILES AN HOUR

The Sovereign Grand Lodge, I. O. O. F., at Seattle



THE eighty-fifth annual session of the Sovereign Grand Lodge of the Independent Order of Odd Fellows will be held at Seattle, Wash., during the week commencing Monday, September 20, 1909.

This is the supreme body of this entire order and represents a constituency of 1,900,000 members, by far the larger number of whom are in the United States and Canada. The order, however, is well established in many of the civilized countries of the world and there are grand bodies organized in foreign countries as follows:

Australasia has a quasi-independent grand lodge and also subordinate thereto and subject to the supervision thereof seven grand lodges, one each in New South Wales, New Zealand, South Australia, Tasmania, Victoria, Western Australia and Queensland;

Germany has a quasi-independent grand lodge of the German Empire, and also subordinates thereto five grand lodges, one each in Brandenburg, Hanover, Saxony, Silesia-Posen and Wurtemberg;

There are, also, quasi-independent grand lodges in Denmark, the Netherlands, Sweden and Switzerland;

In the United States there are fifty grand lodges and in the Dominion of Canada seven grand lodges.

It will thus appear that there are seventy-five grand lodges of this order, over which the Sovereign Grand Lodge has supervision and jurisdiction, but as to the grand

lodges at work in foreign countries this jurisdiction is limited and much control is given to the independent grand lodges of such countries.

The Sovereign Grand Lodge is a representative body, having besides its officers and past grand sires not exceeding four representatives from each grand lodge on the continent of North America and representation from such independent over-sea jurisdictions as may wish the same and as may comply with the requirements thereof.

The meeting of the Sovereign Grand Lodge is always an occasion for a large gathering of the membership generally to participate in the parada demonstration, which occurs during the week of the session, and in the various competitive contests and incidents provided. Many thousands go annually to these meetings.

The Order of Odd Fellows was instituted in the city of Baltimore in 1819 with one lodge of five members, and it now has 29,000 separate organizations and 1,900,000 members, as above stated, being the largest and strongest fraternal order on this continent; and if to this be added also the Manchester Unity of Odd Fellows and other branches of the order, the largest in the world.

The Independent Order of Odd Fellows under the jurisdiction of the Sovereign Grand Lodge expends over \$5,000,000 annually in relief work along its many lines, and has thus expended over \$125,000,000 in the last seventy-nine years, and the amount of this expenditure is growing larger every year. This is a fraternal and benevolent, but not an insurance order.

The Race That Sings at Its Work

By FOLGER McKINSEY, in Baltimore "Sun"

Molders and puddlers, glassblowers—who
Strike with the mallet and bend with the thew;
Sewers on pants and buttonhole makers,
Skinners in canneries, mixers and shakers,
Longshoremen, stevedores, motormen, cooks,
Painters of pictures and dreamers of books,
Draymen, policemen, the man with a hod—
Ho! for the people that sing as they plod!

Ho! for the race that can sing at its work,
Women at washtubs or men in the mills;
Children in factories, rugged or pale,
Whistling a tune to the green of the hills!

Cart drivers, brickmasons, builders of towers
For Commerce to grow in with world-circling powers;
Stokers in steam rooms, crews on the ships,
Enginemmen, eighty-mile-hour men—it grips,
Hearing them whistle and hearing them sing;
Something down deep in the race, like a spring,
Bubbling and blooming, whatever they do,
Weak ones and strong ones, soft hand or iron thew:

Ho! for the race that can sing at its work,
Turn through the thunder of traffic a tune
That hits where the heart is and whole or in part is
A lilt of the life and the lilies of June!

Girls in a drug factory, putting up pills,
Girls rolling cigarettes, toil on the hills,
Running the reaper or driving the plow,
Coal diggers, coke burners—happy, somehow;
Out of grim poverty, grinding and sweat,
Culling life's simple of innocence yet,
Home to old women and children old-young,
With the gray in the heart and the grief on the tongue:

Ho! for the race that can sing at its work,
Manager, laborer, subaltern, moke,
Turning a tune to it, smiling like June through it,
Dust and distraction and smother and smoke!

Noblest amalgam of energy, wit,
Patience, endurance, ambition and grit;
Over it, all of it, rumble and roar,
Getting a competence, keeping on poor,
God's in His people, our people, our clan,
Woman real woman and man a real man,
Mixing with labor and language and beer
A spiritual balance of purpose and cheer:

Ho! for the race that can sing at its work,
Little child, grandmothers, stalwart ones, strong;
O for the thrill of it, mills of it, hills of it,
Toil sweetening life with the snatch of a song!



Stub Ends of Thought

By ARTHUR G. LEWIS.



ANY fool can locate a fault, but it takes a man to recognize a virtue.

FEAR is the peg on which too many of us hang our tattered rags of faith.

PERSEVERANCE is the greatest necessity in life's work and sincerity its noblest virtue.

THE fruit of thought will ripen only upon the bough of research and investigation.

PHYSICAL virtue is but the ethical condition which mental purity holds under control.

ELEVATE your heels on the table of your work and think out things in your own way.

IT is but seldom that ignorance appreciates the efforts and good intentions of intelligence.

ONLY from the sound brains of a sane people can come the answer to a questioning age.

IF we were all capable and informed, the man who knows he knows, would lose his job.

WE are too often governed in our opinions by the prejudiced mood of an impulsive moment.

KEEP smiling. Cheerfulness has found its way through many darkened paths in which despair was lost.

ENVY is a microbe that thrives in the heart of success which our small natures are incapable of reaching.

THERE are but few problems of fate too difficult to solve, provided we begin right and work hard enough.

THE highest order of love is that unselfish friendship or affection which can only receive as its compensation a reciprocated devotion.

Y. O. U.

By ARTHUR G. LEWIS

Dearest, sweetest, gentlest, best—
All that's noble, pure and true,
Proven strong by every test,
Greatest joy I ever knew—

Y. O. U.

Leading me through nights of pain,
To the dawn of hope again,
God-kissed blessing from above,
All, and everything I love—

Y. O. U.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 30, 1909.		No. 504	No. 526	No. 522	No. 528	No. 502	No. 524	No. 508	No. 516	No. 514	No. 512
EASTWARD		DAILY	EXCEPT SUNDAY 5 HOUR	SUNDAY	EXCEPT SUNDAY	DAILY	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY	DAILY	DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52	-----
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46	-----
Lv. PHILADELPHIA	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	-----
Ar. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	11.50	3.50	6.00	-----
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32	-----
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43	-----
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 30, 1909.		No. 555	No. 517	No. 505	No. 501	No. 507	No. 527	No. 509	No. 503	No. 511
WESTWARD		DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY 5 HOUR	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Lv. NEW YORK, 230 STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50	-----
Lv. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00	-----
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	-----
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.60	12.16	2.43	4.16	6.09	8.09	10.60	11.23	-----
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27	-----
Ar. WASHINGTON, NEW UNION STA.	7.60	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22	-----
	AM	AM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 30, 1909.		No. 1	No. 7	No. 9	No. 3	No. 5	No. 55	No. 11	No. 15
WESTWARD		LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	PITTSBURG LIMITED	EXPRESS DAILY
									NOTE.
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	-----	-----
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	-----	-----
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	-----	-----
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	-----	-----
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM	-----	-----
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM	-----	-----
Ar. DEER PARK HOTEL	10.12 PM	11.39 PM	-----	6.59 AM	-----	3.19 PM	-----	-----	-----
Ar. PITTSBURG	-----	-----	6.45 AM	-----	9.40 PM	6.25 PM	8.50 AM	Lv 5.25 PM	-----
Ar. CLEVELAND	-----	-----	12.00 NN	-----	-----	-----	-----	-----	-----
Ar. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	9.00 PM	-----	Lv 5.15 PM	-----
Ar. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	9.25 PM	-----
Ar. OHIOAGO	-----	6.15 PM	-----	-----	9.45 AM	-----	-----	7.30 AM	-----
Ar. CINCINNATI	8.05 AM	-----	-----	6.35 PM	-----	1.45 AM	-----	-----	-----
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	8.35 AM	-----	-----	-----
Ar. LOUISVILLE	11.50 AM	-----	-----	9.35 PM	-----	7.20 AM	-----	-----	-----
Ar. ST. LOUIS	5.50 PM	-----	-----	7.28 AM	-----	1.40 PM	-----	-----	-----
Ar. OHATTANOOGA	-----	-----	-----	6.20 AM	-----	-----	-----	-----	-----
Ar. MEMPHIS	11.25 PM	-----	-----	8.45 AM	-----	-----	-----	-----	-----
Ar. NEW ORLEANS	10.55 AM	-----	-----	8.15 PM	-----	-----	-----	-----	-----

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 30, 1909.		No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14
EASTWARD		LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	OUQUESNE LIM. DAILY	EXPRESS DAILY
Lv. CHICAGO	-----	-----	-----	5.40 PM	10.40 AM	-----	-----	8.30 PM
Lv. COLUMBUS	-----	-----	-----	-----	7.00 PM	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	-----	6.00 PM	-----	12.25 AM	-----	-----	10.50 AM
Lv. CLEVELAND	-----	-----	-----	7.30 PM	-----	3.00 PM	-----	-----
Lv. PITTSBURG	-----	-----	-----	8.10 AM	-----	10.00 PM	* 6.00 PM	1.15 PM
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	-----	-----	-----	-----	9.28 PM	-----
Lv. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	-----	2.30 AM	-----
Lv. INDIANAPOLIS	2.25 PM	* 8.05 AM	-----	-----	-----	-----	4.32 AM	-----
Lv. CINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	-----	8.00 AM	-----
Lv. NEW ORLEANS	-----	9.15 AM	-----	-----	-----	-----	7.10 PM	-----
Lv. MEMPHIS	-----	8.35 PM	-----	-----	-----	-----	6.35 AM	-----
Lv. OHATTANOOGA	6.05 AM	12.05 NT	-----	-----	-----	-----	-----	-----
Lv. DEER PARK HOTEL	6.44 AM	12.38 AM	-----	4.42 PM	6.19 AM	8.40 PM	4.29 PM	-----
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	-----	5.50 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	-----	6.05 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	-----	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM
Ar. PHILADELPHIA	4.05 PM	10.15 AM	-----	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	-----	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	-----	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM

Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Grafton and Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington and Grafton. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

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Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

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No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

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No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

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EASTWARD.

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Each sixth of a mile thereafter.....	.10
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No charge made for children under seven (7) years of age

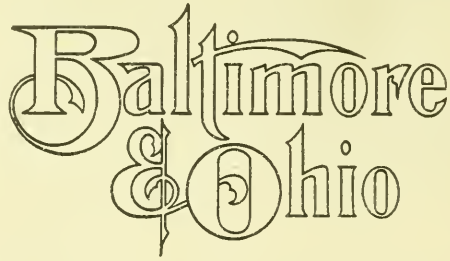
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Trunks or packages carried outside, each.....	\$.20
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Great Lakes
and Connections

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1909



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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31
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S C H E D U L E S

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Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station.	

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NEW YORK CITY

New West 23d Street
Terminal

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Extras

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For ordering a cab, each mile or fraction thereof from station or stand..	.20

All ferriage and bridge tolls, both going and returning, must be paid by the passenger.

BOOK OF THE ROYAL BLUE

SEPTEMBER, 1909

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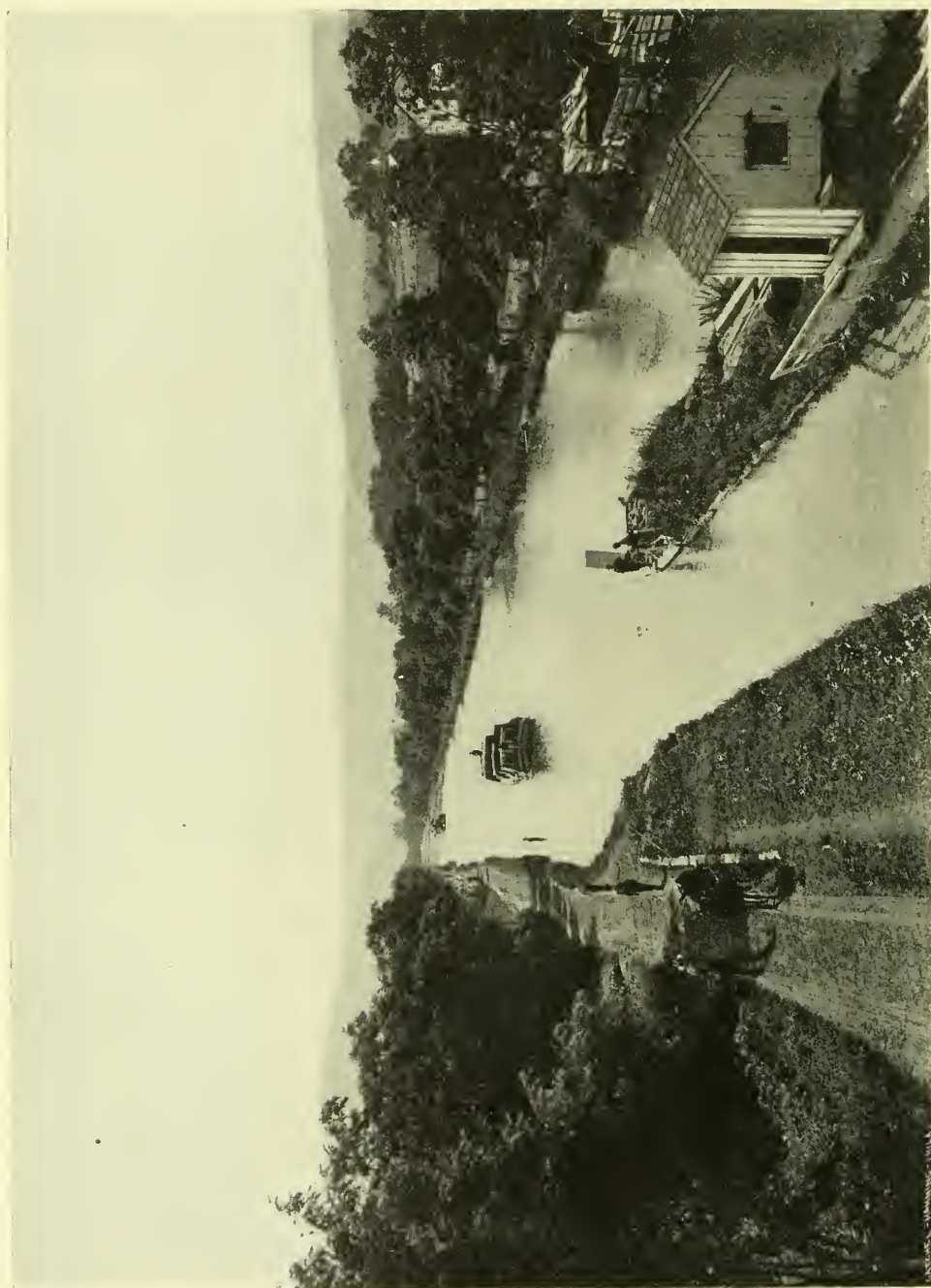
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THE CHESAPEAKE & OHIO CANAL (See Old Georgetown, D. C.)

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

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BALTIMORE, SEPTEMBER, 1909

No. 12

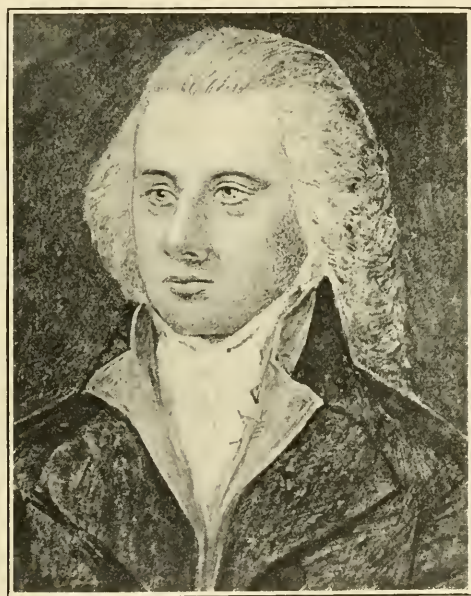
James Rumsey, Inventor of the Steamboat

By HATTIE REYNOLDS



WHILE the centennial anniversary of Fulton's first navigation of the Hudson River in a boat propelled by steam is the leading event occupying the attention of New York this month, and much honor will righteously be

boat are matters of record and not open to dispute. Twenty-three years before he had launched the "Clermont," and steamed up the Hudson, James Rumsey had invented and put into practical use a boat with steam as its motive power, on the Potomac River in Virginia and Maryland waters, and primarily established the fact that a boat



From "Maritime News and Review"

JAMES RUMSEY

From portrait painted by Benj. West, of London, in 1790

given to this man who successfully demonstrated the commercial possibilities of steam navigation, the general public is laboring under the impression that it was Fulton who invented the steamboat. This, however, is not claimed of Fulton, nor is it true that the honor belongs to him, as the claims of Rumsey as the inventor of the steam-

could be propelled against a tide by the use of steam. But it is both remarkable and unfortunate that Rumsey has been forgotten and sadly neglected as to a fitting recognition or memorial, and so has John Fitch, who followed him a few years later with further improvements on steam navigation. Nevertheless, at this rather late date it may

be interesting to know something about Rumsey and leave Fitch to those who can best tell his story:

The fate of a man is past all discerning, and sometimes it seems that fame is as fickle a goddess as fortune. Her laurel wreath of imperishable leaves is often placed upon the wrong head. She has missed the right man and crowned another. The author of some wonderful invention, whose bright mind shines among his fellow men as a star of the first magnitude shines among the countless hosts of heaven, suffers eclipse and passes away forever from the memory of men into the shadow and oblivion of the past. It may be that the world was not ready, just then, to receive the invention.

Nature moves slowly to accomplish her wonders, and man cannot leap by one bound into perfection. Man after man is sacrificed, it seems, each one contributing his quota of ideas until the perfect invention is consummated. This is all the more unfortunate for the man who thought of it first. To inventors society owes its comforts and luxuries. Food, clothing, glass, gas, the means of locomotion, applied electricity, the telegraph, the telephone, the wireless telegraph and all the other great industries and discoveries that make the world, have each and all been the result of the ingenuity and labor of that wonder of all wonders, the mind of man.

It is sad, also, to recall how many thought and toiled in vain; of how many who fell by the wayside and perished. Their number is legion. Key, who invented the flying shuttle; Lee, who made the stocking frame (before that only the wealthy could buy them), died in poverty and misery. Palissy and Bottgheer, of porcelain fame, died in prison.

If success did not crown their efforts, to some of them it was given to look beyond the present into the glorious future of the century to come. Franklin said of electricity that "it was but a babe in its cradle." What would he think of it as a factor in the world's work to-day? What would the patient and indefatigable Watts, who was ten long years inventing the steam engine—that king of machines—and before him Savery, the military engineer; Newcomer, the blacksmith; Potter, the engine boy, and Smeaton, the civil engineer, think of an engine of to-day? What would these men think to see that monster of

might and speed go thundering by, drawing fifty to one hundred loaded freight cars at tremendous speed? And those men who first applied steam as a motive power to ships, could they but see that splendid spectacle, the men-of-war of the nations steam into Hampton Roads on opening day at Jamestown, or the imposing line of battle-ships of the United States, which recently was the wonder and admiration of the nations of the world!

It seems strange, but it was thirty years after the steam engine was invented before it was used as a propelling power for ships. There was one who gave his fortune and, finally, his life to his devotion to this idea. His is a forgotten name. Thousands of his fellow citizens have never heard it. Maryland and Virginia should know it so well that it should be a household word. But they do not. It seems strange, when these two grand old States love to honor their great men, that this one should be utterly ignored. James Rumsey, whose genius made it possible to propel vessels by steam for the first time, was born at Bohemia Manor, Cecil County, Maryland, in 1742. He was a son of Edward and a grandson of Charles Rumsey, who emigrated to this country from Wales in 1665, and died in 1717. One can not resist a few words about the antecedents of this distinguished family. The name was formerly spelt Romsey.

Mr. John Beal Rumsey, living in Baltimore County, near Joppa, is the possessor of the program of the celebration of the thousandth anniversary of the Town of Romsey, Hampshire, Wales, the home of Charles Rumsey, whence he emigrated to this country in 1665. The program is quite voluminous, and indicates the reverence paid to the traditions and historical reminiscences covering a thousand years in the history of the borough, as the following quotations from it will show:

"A Thanksgiving and Pageant will be held by the Loyal and Ancient Borough of Romsey, June 25th, 26th and 27th, June, A. D. 1907, in celebration of the Thousandth Anniversary of the founding of Romsey Abbey by King Edward (A. D. 907). There will be scenes illustrating the wooing at Romsey of the Princess Edith, afterwards the 'Good Queen Maud'; the pathetic story of the Abbess Mary, King Stephen's only daughter; the dissolution of the Abbey by Henry 8th; the saving of the

Abbey by the parishioners, who purchased it from the King." In the service at the Abbey, by the Archbishop of Canterbury, this prayer was used: "We, the people of Romsey, seek to awaken in ourselves, and our children, a deeper interest in our Home and Country. For a Pageant is an appeal to history. It is the endeavor of a whole community to realize the greatness of the inheritance which their fathers have won and handed down to them."

The first Charles Rumsey was the son of an English officer, who distinguished himself in Portugal, under Cromwell. William Rumsey, his grandson, was a land surveyor, and laid out Fredericktown, now Frederick City, Md. William's son was Colonel Charles, of Revolutionary fame, the family having letters from General Washington and Lord Stirling of eulogistic and cordial character. He was one of the signers of the Declaration of the Freemen of America. His brother, Benjamin, was the first Chief Justice of Maryland and lived at Joppa, that town on an arm of the Chesapeake that preceded the founding of Baltimore, and which was intended to be the capital city of the State, but which was supplanted by its more alert neighbor, and passed to decay, until now nothing remains to mark its site but a few foundation stones, where once was a flourishing town of three hundred people, and where stood a court-house, jail, church, wharf and a number of pretentious dwellings, if we except one quaint old house, built of brick imported from England, and the home of Benjamin Rumsey, which still stands, a monument to his memory and a lone tie to link the past with the present.

But the gentleman planter, the judge, the officer, the surveyor, all give place to the inventor, for he is the most useful to his fellowmen who leaves behind him that which benefits them. All these members of this most interesting family were useful in their day and generation, but James Rumsey was the greatest of them all. The first event recorded in his life was that proudest record an American can boast—he was a Revolutionary soldier. When the war was over, he attracted the attention of General Washington, who organized the Potomac Navigation Company, and who appointed James Rumsey superintendent of the work.

He had been a millwright, and had made valuable improvements in milling machinery and the application of water-power. From

the old homestead on Bohemia River, Cecil County, Maryland, he moved in early manhood to Shepherdstown, Va., now in West Virginia. As early as August, 1783, he conceived the idea of steam navigation, and from that time to the hour of his sudden and early death his whole soul was absorbed in this great undertaking. It can be said of an inventor, as of others,

"Drink deep or taste not,
Of the fatal spring."

It was his one thought by day and by night; it haunted his dreams and flattered and coaxed him in his waking hours. There is a walk to this day along the beautiful Potomac where he paced, and thought, and thought again. At that time it was called "Crazy Rumsey's Walk." Now it is pointed out with pride by the people of the village as "Rumsey's Walk—he who invented the steamboat."

When he tried his first experiment, it is a remarkable fact that "*there was not a steam engine in America, and Watts' improvements were not known here.*" He had to invent and originate everything with the help of unskilled workmen and he fashioned and corrected the various parts with his own hands. In 1784 he petitioned the Maryland legislature for a patent, stating that he "had been several years perfecting plans to move a boat by steam." Perfecting these plans was a boiler made of a pot-ash kettle, by the country blacksmith, with the cover fastened down with bolts, rivets and hard solder. This was the boat that Washington saw, and gave him the following certificate:

"I have seen the model of Mr. Rumsey's boat, constructed to work against stream; examined the powers upon which it acts; have been the eye-witness to an actual experiment in running water of some rapidity, and give it as my opinion, although I had but little faith before, that he has discovered the art of working boats by mechanism and small manual assistance against rapid currents; that the discovery is of vast importance; may be of the greatest usefulness in our inland navigation, and, if it succeeds, of which I have no doubt, that the value of it is greatly enhanced by the simplicity of the works which, when seen and explained, may be executed by the most common mechanic.

Given under my hand at the town of Bath, County of Berkeley, in the State of Virginia, this 7th of September, 1784.

GEORGE WASHINGTON,
Virginia Argus, Richmond.

Washington also wrote to Governor Johnson of Maryland, but it must have been before he saw the trial. He said that he considered "it more an ebullition of his genius, than anything likely to be available." Maryland and Virginia gave him exclusive rights of the steam navigation of the rivers of both States. After many trials, he gave a public exhibition on the Potomac River, in 1786, which, all things considered, was quite successful. It was described in a letter by Mr. Bedinger, certified by Doctor Alexander of Baltimore, and witnessed by hundreds of others. This was just twenty-three years before Fulton's experiment. Rumsey's boat was propelled by steam alone against the current, four or five miles an hour. The steam did the work, but was applied in a curious way. A vertical pump, operated by steam, was in the middle of the boat. This drew the water in at the bow and expelled it at the stern through a horizontal trunk at the bottom. This was the beginning of the steamboat. Fulton's first trials twenty years after were not at first any more successful. It was only after many trials, extensive modifications, great expense, testing to the utmost the great generosity of Livingstone, subjected to the sneers and jeers of the public, that Fulton succeeded. He was a great inventor, but he, it is acknowledged, took his plans from Fitch (whose boat blew up) and Rumsey.

The next boat that Rumsey built was even more interesting, the machinery being more elaborate. The boiler had a capacity of *five* gallons and had tubes made of gun barrels bent over a collar block in a saddler's shop in Shepherdstown. The boat was about eighty feet long and developed a speed of six miles an hour. He had now exhausted all his means, though of a wealthy family. Yet he had a forge and a workshop to work out his own ideas, and to him is due the adoption of the cylindrical boiler. After his success on the Potomac he went to Philadelphia for assistance. Money was raised and a Rumseyan Society formed, with Benjamin Franklin as president. It was thought that better workmen could be found

in London, therefore he went to that city to build a better boat.

Catoctin Furnace cast the machinery for the first steamboat. A large iron shaft, which was cast for one of Rumsey's boats, marks as a cornerstone a street in Frederick City, Md. An appeal was made from there to the governor to have named a Rumsey day at Jamestown. Machinery was also cast in Governor Johnson's forge for Rumsey's boat. The Johnson family married into the Rumsey family.

When he arrived in London, the English government gave him a patent, the date of which is 1788. With slender means, he was often compelled to temporarily abandon his heart's sole desire and turn to some way of making money. But, as the needle points only to the north, no matter what difficulties beset him, he would turn again to his beloved steamboat. Again and again was he threatened with the terrible debtor's prison, with few to sympathize with him, the subject of derision and contempt, even of the playhouse wit. "Crazy Rumsey" struggled bravely forward. At last, he overcame all his difficulties, built a boat of a hundred tons' burden on the Thames and appointed a day for the trial. Many persons of distinction crowded the banks of that famous river to witness the first steamboat steam up the current, and to congratulate the clever American inventor on his wonderful invention. The ropes were being loosened, it was a moment of intense suspense, the steam was up, when a constable levied upon the ship for debt and would not permit it to be moved until the debt was paid.

"There is a tide in the affairs of men which taken at the flood leads on to fortune." And poor Rumsey's tide of success, of hope, honor and fame passed away forever! One would like to imagine what would have happened if his boat had triumphed. One cannot imagine his disappointment and utter despair. After his disastrous experience some ardent friends advised him to give a lecture and raise funds to release the boat. A room was secured, the evening came, a large and sympathetic audience of the leading people of London greeted him with applause. It was then that his feelings overcame him; he could bear no more. "Sorrow, nor grief, nor fears, nothing, could harm him further." While arranging his notes, he fell to the floor from a stroke of apoplexy,

from which he never recovered, dying the next day, Christmas Eve, December 24, 1792. Thus died Rumsey the Inventor, but the English people were so impressed with his merit that his remains were honored by interment at St. Margaret's, Westminster, London.

A picture of James Rumsey, which is a reproduction of one in oil, painted by Benjamin West in London, two years before he died, depicts a very handsome man. A flowing wig and the picturesque colonial costume add to his appearance. The face is that of the student, refined and full of thought. The grave eyes and determined expression about the handsome mouth show what the man was. It was his fate to "conquer or to die in the attempt." The only recognition that this country has ever publicly made of Rumsey's wonderful invention and genius is one that mantles with shame the record. James Rumsey left an only child, a son, and Congress in 1839 voted a gold medal commemorative of his father's invention. This most unfortunate boy had not only been deprived of his father, but scarlet fever had rendered him unable to earn his own living. A gold medal was a royal recompense from a grateful nation to throw to the wolf at the door. When his pathetic death from a broken heart occurred there was no one to finish his boat. There is no question of doubt but

that he would have perfected it, for he wrote to a friend from London in the brightest spirits that he was going to cross the ocean by steam alone in ten days. Had such been his good fortune the name of Fulton would not have been heard in connection with steam propulsion of boats.

An effort was made by the citizens of Virginia to erect a monument to James Rumsey on the bluff overlooking the Potomac, where he started his boat one wintry morning, long ago. The legislature was asked to appropriate a sum towards it, but nothing came of it. Herbert Babbee Washington says, "If 'truth is mighty and will prevail,' the name of Rumsey should go sounding down the ages, as the marvelous genius who applied steam to navigation and revolutionized the world, and that name shall never pass from earth as long as the floating palaces of steam shall pass the ocean." To Maryland belongs the linotype that revolutionized the manner of type-setting, the first telegraph, and telegraph printing, the first electric cars, the first steam railroad and the first steamboat. Honor to whom honor is due, and now is the time to right a great wrong. Will Maryland measure up to her responsibility and award honor to the memory of her illustrious son, the inventor of the steamboat, James Rumsey?



In Town

By BLANCHE DARNALL SMITH

Chlorinda is home from the seashore,
With boxes, and trunks, and the rest;
Returned, after spending the summer
Beside the blue ocean's white crest.

She has seaweed, and shells, and a diary,
Recording her hopes and her fears,
With photographs of the wild scenery,
And a trunk full of gay souvenirs.

She has brought back a grand mass of ruins—
Those gowns, once so exquisite and rare,
All artfully planned by Chlorinda
The summer man's heart to ensnare.

Her cheeks, erstwhile fair and so rosy,
Are now o'erspread with a tan,
Reminding, with other mementoes,
Of golf, and the dear summer man.

The pocketbook papa took with him,
So prosperous looking and fat,
Wears just such a look of dejection as
Chlorinda's Parisian hat.

Beside all these trophies and trinkets,
And finery which once was so smart,
Chlorinda brought home from the shore
An aching, unsatisfied heart.

Not all the fond papa's ducats,
Not all the gowns, exquisite and rare,
Not all the coquettish allurements
Could storm the summer man's lair!

Old Georgetown, D. C.

By F. J. YOUNG



UNTIL 1895, that part of Washington lying west of Rock Creek, although part of the District of Columbia, was known by the name under which chartered—Georgetown.

In 1878 Congress established the present form of government for the district and provided for the merging of the two cities, but made no change in the name until 1895. But to the older residents it is still thought and spoken of as Georgetown, that name is

to be called Georgetown, in honor of the reigning sovereign. The land selected was the property of George Gordon and George Beall. As no agreement could be reached as to the price to be paid, condemnation proceedings were held and the sum of 280 pounds sterling fixed as a proper amount, each of the owners to be allowed to choose and retain one lot of the eighty. Mr. Beall refused to choose a lot, or in any way acknowledge the right of the commissioners to confiscate his property, but in February, 1852, he was notified that if he



WASHINGTON HEADQUARTERS

still displayed on the street cars, and the conductors at transfer stations call to passengers to change cars for Georgetown, instead of the newer and proper West Washington.

Long before the Capital City was established this was a place of some importance. In 1751, Alexandria, about eight miles below, was a thriving place, and with a view of securing some of the trade coming up the Potomac, the Maryland legislature appointed commissioners to select a site near the head of navigation of the Potomac, purchase a tract of sixty acres and divide it into eighty lots and offer inducements for business men to settle there, the new town

did not make a choice within ten days the offer would be withdrawn.

Under the circumstances he yielded and made a selection, filing a protest against the injustice, stating that he only gave way to avoid being "demolished." For some years the town grew slowly but steadily; in 1776 it had one of the few (about seventy) postoffices in the colonies, and in 1789 articles of incorporation were taken out and a mayor and other officers elected.

One of the first custom-houses in the new nation was established in Georgetown in 1799.

A paper on file in the district office shows that the religious lines of the early day were

kept up—an inspector of flour was appointed by the mayor and his oath to faithfully perform the duties of his office ended:

“I do believe that there is not any transubstantiation in the sacrament of the Lord’s Supper, or any change in the elements of bread and wine at or after consecration thereof by any person whatever.”

This was then slave territory and all negroes, bond or free, were forbidden the

trade a charter was obtained for the construction of a canal to the Ohio River. This was received with great rejoicing by the citizens, who were convinced that it meant sure and permanent prosperity; bonfires blazed, bells were rung and speeches made predicting a bright future. On July 4, 1828, President John Quincy Adams, accompanied by prominent officials of the Government and delegations of leading citizens from Alexandria and Washing-



THE KEY MANSION

streets after 10.00 o'clock at night. To give notice of the time an immense steel triangle was hung in the tower of the town hall and at the given hour a constable beat upon it with a steel rod; later the constables were given tin horns to blow to take the place of this triangle.

In 1810 a volunteer fire company, equipped with leather buckets, was organized and street lamps erected on wooden posts. As these fell they were not replaced and finally but three were left. This form of lighting was succeeded in 1854 by gas, a company having been chartered the previous year. In 1814 the Farmers & Mechanics Bank was started and is still in successful operation under the same name, but it is now part of the national banking system. By this time the business of Georgetown began to be seriously affected by the proximity of the new and growing Capital City, and as a means of increasing

ton, proceeded to turn the first sod for the new enterprise with due ceremony. After the remarks usual on such occasions Mr. Adams seized the spade and tried to thrust it into the ground, but it struck a root near the surface and some wag called out that it was a hickory root. This referred to “Old Hickory” Jackson, Mr. Adam’s great political rival, who had received a large majority of the popular vote for President, and was far from pleasing to Mr. Adams, who had been chosen by the House. This canal, the Chesapeake & Ohio, extending to Cumberland, Md., a distance of 184 miles, is still in operation, being used principally to bring coal from Cumberland and is a factor in the business of the town, although it has never fulfilled the hopes of its originators.

While the ceremonies of the beginning of the canal were in progress in Washington, similar ceremonies were taking place on the

same day in Baltimore for the commencement of its great rival—the Baltimore & Ohio Railroad—the first railroad of the land, which paralleled the canal almost its entire length and sapped its life in the very beginning.

In 1826 John Barnes, a wealthy citizen who had given much thought to the problem of the helpless poor, provided in his will that when the city should establish a home for these unfortunates, his executors were empowered to pay \$2,000 to help support it. A few years later the city erected a two-story brick building for this purpose. The first step on receiving an inmate of any institution of the sort is to give the newcomer a bath. To provide for those entering this place a rather primitive shower bath was provided. A large chimney at the end of the building was utilized by having the victim stand under while buckets of cold water were poured on him through a sieve at the top of the chimney. The state of the weather or the condition of the applicant do not seem to have been considered, and after two men had died under this treatment it was abandoned in favor of a tub and scrubbing brush.

the part west of Rock Creek retroceded to Maryland. A vote was had and a majority favoring it, a petition was presented to the legislature to take steps to allow them to again become Marylanders. Beyond passing a resolution favoring the matter, the legislature took no action, and it was not presented to Congress.

In the summer of 1840 the town was visited by a strange plague—some vessels from the West Indies, arriving in ballast, imported a new species of ant. These increased so rapidly that they literally overran the town and became a menace to its existence. Finally the city officials offered a reward of \$1.00 a quart for dead ants, and many bushels were presented before the approach of cold weather removed the scourge. At this period tobacco was the great staple of this section and in one year over 5,000 hogsheads were shipped abroad. This trade seems to have been practically in the hands of one man and from the time he died, in 1833, the business decreased and finally ceased.

The manufacture of flour has always been one of the leading industries and several large mills are still in operation, but



E. D. E. N. SOUTHWORTH HOUSE

In 1838 many of the citizens of the district outside of Washington became dissatisfied, as they felt that they were being neglected by Congress in favor of the new city, which was getting most of the improvements, and a movement was started to have

the business does not approach that of the early day, when the records show an output of 300,000 barrels in one year.

For many years there were few public burial places; the wealthier citizens being generally interred on their own grounds.

In 1849 W. W. Corcoran, the banker and philanthropist, purchased fifteen acres on a beautiful spot overlooking Rock Creek, and donated it to a cemetery association. This area has been largely increased and now comprises about forty acres, arranged in terraces, advantage being taken of the natural conformation of the land, and it is one of the most beautiful cities of the dead in the country. Here rest E. M. Stanton, the great war secretary; James G. Blaine, the statesman; Gen. J. L. Reno, killed at South Mountain; John Howard Payne, author of "Home, Sweet Home," and many other famous men, among them Mr. Corcoran, the donor of the original site.

On a commanding height is the granite building of the Georgetown University, controlled by the Jesuit branch of the Catholic church.

This would be an ornament to any city. The original building was begun in 1789, the ground being donated for the purpose by Mr. Thuldkill who, although a Protestant, was interested in all religious matters. The original building of brick still stands, and in 1861 was occupied for a time by two New York regiments, and, later, as a hospital. The first grant was thirty-three acres; from a small beginning it has grown to one of the leading universities, having schools of medicine, law and languages, as well as theology and the sciences. On its ample grounds is a well-equipped astronomical observatory and among the graduates are men who have achieved fame in every walk of life.

Athletic sports are encouraged, and in addition to a fully equipped gymnasium, a large amphitheater is provided for outdoor games, and seats for hundreds of spectators are arranged. One patch of the seventy-eight acres comprising the grounds is devoted to a burial place of the members of the order who have died while on duty at the university.

One of the treasured possessions is the large oval mahogany dining table of Lord Baltimore, founder and first governor of Maryland.

A convent near by is the property of the Nuns of Visitation. The foundation of this order dates from about 1800, when a few of the sisterhood settled here.

The early years of this institution were times of hardship. The members were few, the country new and strange, and their vicissitudes were many, but they have pros-

pered and their grounds contain forty acres, surrounded by a high stone wall.

The academy conducted by these nuns ranks high among the educational institutions of the country and many women of prominence are proud to hold its diploma. Among the graduates was Miss Harriet Lane Johnson, who was the "Lady of the White House" during the term of her bachelor uncle, President James Buchanan.

An amusing story is told of Mr. Thuldkill, the donor of the site for the university. He was a famous breeder of sheep. One morning he rode over to Washington to look at some newly imported stock and a fine ram took his fancy and was purchased for a high price. He hired a man to deliver the sheep and then invited a couple of his friends to go home with him and inspect his flock. Writing a note to his wife, saying he had guests for dinner and that he wanted a fine saddle of mutton served, he closed his letter with, "I am sending a fine ram—have him properly cared for," he gave the note to the driver to deliver with the sheep. Mrs. Thuldkill supposed the sheep in the cart was the one for the feast and it was not until after the dinner, when Mr. T. took his friends out to see his flock, that they learned that they had eaten the new purchase.

A number of the quaint old houses still stand and many of the handsome modern residences have for near neighbors stone or wooden structures which plainly show that they date from the early part of the century. Many historic memories cluster around this ancient city. In the Potomac at the western border is Annapolis Island, once the property and home of George Mason, the great Virginian; half a mile above is the site of Foxall's foundry, where the cannon for the American navy and army were cast in 1812. The guns for Perry's ship were made here and hauled by oxen to the fleet then building on the shores of Lake Erie.

When Early made his dash on the capital in August, 1864, his picket lines approached and threatened Georgetown, but the attack was made further east. On M (formerly Bridge) Street is the former residence of Francis Scott Key, author of "The Star Spangled Banner," and not far away is the little stone house (then a tavern, now a painter's shop) where George Washington had his headquarters while surveying the site of the future Capital City. On a commanding height is the house occupied for

years by Mrs. E. D. E. N. Southworth, one of the most prolific and popular writers of novels fifty years ago.

For long the trend of building and improvement was to the east of Rock Creek, but of late the heights overlooking the city and the Potomac, with a superb view of the Virginia hills, have attracted the attention of people of wealth and culture.

Some of the stately mansions of a century ago are still occupied by the descendants of the families prominent in their day.

Not far to the north is the place where Mr. Cleveland established his summer home while President, and near by is the site of the great National Episcopal Cathedral. In the vicinity are many ideal homes, occupied by those who prefer pleasant surroundings and ample grounds to the necessarily closer quarters and bustle of city limits.

A number of the wealthy men of this as well as other cities are being attracted to this section.

Some of the descendants of the old families have held themselves aloof from the progress of modern times and view these changes with mixed feelings. While pleased that the attractiveness of their surroundings is recognized they are scarcely

reconciled to the newcomers breaking in on their much-prized exclusiveness.

A good example of the difference between the past and present is seen near the entrance to the Catholic University grounds. Directly opposite the majestic granite structure is the ruins of a three-story frame house, once the property of one of the early mayors of the city.

From being the residence of a family of wealth which dispensed a princely hospitality it has become a ruin which might have inspired the words of the old song:

"The hinges are all rusty and the door
has fallen in,
And the roof lets in the sunshine
and the rain."

However, the world moves and the younger generation feels that the fine residences around them with cultured occupants is in the nature of an advance and the enhanced value of their property is a recompense for the loss of the comparative privacy in which their ancestors lived.

The feelings of the older residents is well expressed by an old gentleman who recently said: "Congress has changed the name of our town, but it will always be 'Georgetown' to us."





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THE

Pittsburg,



ITTSBURG, the center of the iron industries of the United States and, from a tonnage standpoint, the greatest manufacturing city in the world, grows steadily in height, as well as breadth. When real estate values in a large city reach fabulous prices, then that city begins to shoot skyward in its business section and the municipality begins to boast of its skyline.

Chicago started the ball rolling with high buildings, then New York followed with even greater buildings, until its latest product, the Metropolitan Insurance Building, 730 feet high, eclipsed anything of its kind in the world.

Pittsburg now boasts of a skyline representing immense values in building architecture. It is worthy of note these buildings are all in a territory four blocks square, or covering sixteen city blocks. This is because the ground area is proscribed in the narrow wedge of land lying between the Monongahela and Allegheny rivers on the north, south and west, banked in by the big hills on the east.

The accompanying photograph was taken from Mount Washington, the high hill lying south of the city on the opposite side of the Monongahela River.



PITTSBURG

Iron City

In the center of the picture appears the new Henry W. Oliver Building, in process of construction. It will be the largest of the group of skyscrapers. To the east of it, and almost as tall, is the Frick Building, which looks down on the Frick Annex, to the west, Berger Building, on the south, and the Allegheny courthouse and Union Station, on the east.

The Farmers' Bank Building is the tall building west of the Oliver Building; south of it, toward the river, are the Union Bank, Commonwealth and Keystone buildings, with the Westinghouse Building lying east of the group.

In the extreme left of the picture is the Wabash Railroad Building; east of it is the Bessemer Building, with the Phipps Building to the north of them, in the background. East of the Bessemer Building is the Diamond Bank Building, with the Fulton Building in the background. The Machesney Building next presents its square front and between it and the Union Bank Building appear the Conestoga, Hartge and Arrott buildings.

The Baltimore & Ohio passenger station and sheds are in the immediate foreground, at the end of the Smithfield Street bridge, within four blocks of the center of the business section of the city.



AUTUMN IN THE BLUE RIDGE

Autumn in the Blue Ridge

By ESTHER JACKSON WIRGMAN

Field after field of golden grain
Sways lightly to the summer breeze;
The corn is ripening on the plain,
Its well-filled ears the farmer sees.
A tiny bird, the hunter's prey,
Calls "Bob White" down behind the wheat.
In mighty fields of clover gay
The bees are finding honey sweet.

The ridge that through the county rears
Its noble mountains, clad in green,
When viewed afar as blue appears
As the clear sky above the scene;
And all the valleys, plains and hills,
Where generous harvests ripening blow,
Are watered by the leaping rills
That to the swift Potomac flow.

While all along these highways fair
Stand big, red barns, near charming homes,
And busy townships everywhere,
With railroads through the county comes.
But bright amidst this rural scene,
As precious gem in purest gold,
Stands Hagerstown, the county's queen,
And so—the tale is told.

The Martyr Spy—Capt. Nathan Hale

By CHARLES L. SHIPLEY



ONLY regret that I have but one life to give to my country." These undying words were uttered on the beautiful Sabbath morning of September 22, 1776, by Capt. Nathan Hale, a youth of twenty-one years, as he was about to be launched into eternity for serving his country in the capacity of a spy.

A writer has said: "Could the epitome of true patriotism be summed up in a grander sense? As he stood, brave and firm, with the noose about his neck, which would send him into eternity, these words were spoken by one of the most courageous men who helped to build or uphold this glorious nation—Nathan Hale.

"Captured within the enemy's lines, betrayed by a Tory relative, he was about to be executed as a spy. And when the fatal word was given and the rope was stretched, no truer heart ever ceased to beat."

So very brief and quiet was the life of young Hale that this great and tragic event of his life stands out with double prominence. Born at Coventry, Conn., about twenty miles from Hartford, on June 6, 1755, he was the son of Richard Hale and Elizabeth Strong.

He was the sixth of twelve children. So feeble was he at his birth that it was not believed that he could survive his infancy, but the loving and tender care which his mother bestowed upon him made him by the time he was three years of age a robust child, both in mind and body.

He grew up into manhood a sweet-tempered youth, endowed with all the qualities which contribute to make a man deserving of the name. Young Hale was very fond of study and he advanced rapidly. His father, who was a strict Puritan, designed him for the ministry, and he was sent to Yale. Here he made great progress in his studies, graduating when only eighteen. He had great taste for the sciences and arts, and as an artist had a remarkable talent. Having no inclination to become a clergyman, upon leaving college he became a school teacher at East Haddam. The following year, 1774, he was made a preceptor

in the Union Grammar School in New London, one of the highest preparatory schools in the country of that period. He was its first preceptor and the appointment redounded to his honor.

But the quiet and useful life which the young teacher saw opening before him was destined to a rude and sudden end. On April 21, 1775, a mounted messenger galloped through the streets of New London, spreading the news of the fight at Concord and Lexington, producing great excitement in that usually quiet town.

At night a mass meeting was called at the town hall, and among the speakers was Nathan Hale, who electrified his hearers in the following words, which have since become historic: "Let us march immediately," he cried, "and never lay down our arms until we have obtained our independence."

It was the first public demand for independence and the commencement of the great struggle.

Thus ended Nathan Hale's career as a peaceful school teacher. A company was enrolled and marched to Cambridge, but seeing no prospect for immediate action, Hale returned to New London, where he remained until late in September. He again enlisted, this time as a lieutenant, and with his regiment marched to Cambridge, taking part in the siege of Boston. Early in January, 1776, he was promoted to a captain.

After the English had evacuated the New England city in March, the larger part of the American army marched to New York, and with them was Nathan Hale. He was quartered in that city but a short time when he performed one of the most daring feats of the Revolution.

In the East River, protected by the guns of a British man-of-war, heavily manned, was anchored a sloop, laden with provisions. Captain Hale asked and obtained permission to attempt the capture of this sloop. Silently, at midnight, with a few chosen spirits, in a whaleboat, he proceeded to steal his way to the side of the provision ship.

The sentinels on board were surprised before they could give the alarm. They

were secured below the hatches, the anchor was weighed, and just as day was breaking, she sailed into Coventry slip with Captain Nathan Hale at the helm.

After his capture of the provision ship, Hale did nothing to distinguish himself, although he performed his duties faithfully.

On August 27, 1776, occurred the disastrous battle of Long Island, a conflict in which the American forces suffered a crushing defeat, and which resulted in Washington being compelled to withdraw his forces from the city of New York, knowing that with the number of men at his disposal he could not successfully resist the powerful English army under Lord Howe, now approaching the city. Accordingly he removed his stores to the different forts above the city and prepared to evacuate.

The patriot army was filled with gloom. The men were deserting by scores. They were unpaid, lacked clothing, and fully one-fourth were sick and unfit for duty. The British soldiers were veterans and flushed with their recent victory. They were splendidly equipped, strong in numbers and commanded by able generals, and backed up by a powerful naval force.

Washington was perplexed. What was to be done? Should New York be held or should it not? To decide these questions he called a council of war (September 7, 1776). The council resolved to remain and defend the city. Another council on the 12th, however, determined to abandon the city and take post on Harlem Heights. Several English war vessels passed up the Hudson; their movements were mysterious, and the designs of the enemy could not be guessed.

It now became a point of vital importance to Washington to gain some idea of Howe's movements. To do this it was necessary to send a man into the jaws of death—inside the enemy's lines—in the dangerous capacity of a spy, to obtain the desired information.

A council was called to ask for volunteers for the dangerous mission. Captain Hale promptly offered his services. Everyone present was astonished. The whole company knew Hale and they loved and admired him. They tried to dissuade him from his decision, setting forth the risks of sacrificing all his good prospects in life and fond hopes of his parents and friends. They painted in the darkest colors the ignominy and death to which he might be exposed.

His warm personal friend, William Hull (afterward a general in the War of 1812), who was a member of his company and had been a classmate at college, employed all the force of friendship and the arts of persuasion to bend him from his purpose, but in vain.

With warmth and decision Hale replied: "Gentlemen, I think I owe to my country the accomplishment of an object so important and so much desired by the commander of her armies, and I know no mode of obtaining the information but by assuming a disguise and passing into the enemy's camp.

"I am fully sensible of the consequences of discovery and capture in such a situation. But for a year I have been attached to the army, and have not rendered any material service, while receiving a compensation for which I make no return. Yet I am not influenced by any expectation of promotion or pecuniary reward. I wish to be useful; *and every kind of service necessary for the public good becomes honorable by being necessary.* If the exigencies of my country demand a peculiar service, its claims to the performance of that service are imperious."

Such an argument as this bore down all opposition, and Captain Hale carried his point. He went to the house of Robert Murray, on Murray Hill, New York, where Washington had his headquarters, on September 14, 1776, to receive his orders. Hale left the camp on Harlem Heights the same evening, accompanied by Sergeant Stephen Hempstead, a trustworthy member of his company, whom he engaged to go with him as far as it would be prudent. He was also accompanied by his trusty servant, Ansel Wright. They found no safe place to cross the sound until they arrived at Norwalk, fifty miles from New York, owing to the presence of small British cruisers in those waters. There Hale exchanged his uniform for a citizen's dress of brown cloth and a broad-brimmed hat, and directed Hempstead and Wright to tarry for him at Norwalk until his return, which would be on the 20th.

He directed that a boat be sent for him on the morning of that day, and left with Hempstead his uniform and military commission and other papers.

There are somewhat conflicting accounts concerning Hale's movements after he left Norwalk. All agree that he was conveyed across the sound to Huntingdon Bay, where

he landed; that he assumed the character of a schoolmaster and loyalist disgusted with the "rebel" cause, and that he professed to be in quest of an engagement as a teacher.

It is known that he entered the British camps in disguise, and with the pretext of loyalty; that he was received with great cordiality as a "good fellow"; that he visited all the British camps on Long Island, made observations openly, and drawings and memoranda of fortifications, etc., secretly; that he passed from Brooklyn to New York City and gathered much information concerning affairs there, the English having secured the city since his departure; and that he returned to Long Island and passed through the various camps to Huntingdon Bay for the purpose of going back to Norwalk.

Tradition tells us that he was conveyed from Norwalk to Huntingdon Bay on a sloop, and was landed from her yawl two hours before daybreak in the neighborhood of a place called "The Cedars." Near there a Widow Chicester, a stanch loyalist (called "Widow Chick"), kept a tavern, which was the resort of all the Tories in that region. Hale passed this dangerous place with safety at early dawn, and at a farm house a mile distant he was kindly received and furnished with breakfast and a bed for repose after his night's toil. Then he made his way to the nearest British camp, and was received without suspicion of his real character. Concerning his movements after that, until his return to New York, tradition is again silent.

Hale, on his return, had reached in safety the point on the Long Island shore where he first landed, and prepared to recross the sound at Norwalk the next morning.

He wore shoes with loose inner soles. Between the soles he had concealed the accurate drawings he had made of fortifications, etc., and also his memoranda, written in Latin on thin paper. He had given directions for the boat, from which he had landed, to come for him on a designated morning, which would be the next after his return. Satisfied that he was remote from harm, for he was remote from a British post, and happy with the thought that his perilous mission was ended successfully, and that he should render his country a signal service, he awaited the coming morning with patience and serenity of mind.

Feeling secure in his simple disguise,

he entered the tavern of the Widow Chicester, at "The Cedars." A number of persons were in the room. A moment afterward, a man whose face seemed familiar to him suddenly left the place and was not seen again. Hale passed the night at the tavern, and at dawn he set out to look for his boat. To his great joy he saw one moving toward the shore with several men in it. Not doubting but that they were his friends, he hastened towards the beach, where, as the vessel touched the shore, he was astounded by the sight of a barge bearing British marines. He turned to flee, when a loud voice called, "Surrender or die!"

Looking back he saw six men standing erect with muskets leveled at him. He was seized, taken into the barge, and conveyed to the British guardship "Halifax," commanded by Captain Quarne, which was anchored behind a point of wooded land off Lloyd's Neck.

It has been asserted that the man who so suddenly left the room of the tavern at "The Cedars" when Hale entered was a Tory cousin of his, a dissipated fellow, who recognized his kinsman in disguise and betrayed him into the hands of the enemy. There is, however, no positive proof of such an accusation. Hale's captors stripped and searched him and found the evidence of his being a spy in the papers concealed between the soles of his shoes.

These formed as positive testimony to his true character as did the papers found in Andre's boots.

Hale was taken in one of the boats of the "Halifax" to General Howe's headquarters, at the elegant mansion of James Beekman, at Mount Pleasant, as the high bank of the East River at Turtle Bay was called. When Hale appeared before the British commander, he frankly acknowledged his rank and his purpose as a spy. He firmly, but respectfully, told of his success in obtaining information in the English camps, and expressed his regret that he had not been able to serve his country better.

"I was present at this interview," wrote an English officer, "and I observed that the frankness, the manly bearing and evident disinterested patriotism of the handsome young prisoner sensibly affected all of those present."

The British general did not stoop to the form of a court martial, but promptly informed his prisoner that he would be

hanged the next morning, and only accorded him the privilege of writing to his mother and sisters that he was to meet a spy's death.

In the Beekman greenhouse Hale was confined under a strong guard, on Saturday night, the 21st of September. It was in the morning twilight of a beautiful September Sabbath that Capt. Nathan Hale was led out to execution. The gallows was the limb of an apple tree, in Colonel Rutgers' orchard, near the present intersection of East Broadway and Market Street. Even at that early hour quite a large number of men and women had gathered to witness the sad scene. Captain Cunningham, the brutal English provost marshal, refused him the services of a clergyman, denied him the use of a Bible, and destroyed before his eyes the letters he had written to his dear old mother and sisters. Then with the roll of drums they sought cruelly, but in vain, to drown the last words of the hero-martyr: "I only regret that I have but one life to give to my country."

The inhumanity exhibited by the British officers to Captain Hale stands out in striking contrast with the forbearance and generosity shown by the Americans in the case of Maj. John Andre. It was not until ten days after his capture that the British spy was hanged, and in the meantime he had been supplied with every possible comfort and treated with all consideration. The tears of those who had been his enemies in arms bedewed his grave, and their sympathies found expression in kindly letters to his mother and sisters. His king also testified to his memory by erecting a handsome monument in Westminster Abbey.

A sadder romance, however, clings to the death of young Hale. The young, beautiful and accomplished Alice Adams, his affianced bride, visited the camp of General Howe under the protection of a flag of truce, for the purpose of procuring the body of young Hale for proper burial.

Womanly, and with a woman's true fortitude, did she meet the sneers of the British officers, and requested of General Howe, in person, "the body of Nathan Hale for Christian burial."

Howe rejected her petition and informed her that her request could not be granted. A young, but magnanimous British officer, who had been ordered by Howe to conduct her back to the boat in which she came, whispered to her at the moment of parting

at the shore, and at the same time pointing to a cove, bade her to come there at midnight, promising to deliver to her the body. She did so, accompanied by the aged, gray-haired father of Captain Hale, procured the body and conveyed it to the home of that father for proper interment.

Miss Adams was a native of Canterbury, Conn., and was distinguished both for her intelligence and personal beauty. After Hale's death she married Eleazar Ripley, who left her a widow, with one child. The child died about one year after its father's death, and the mother subsequently married William Laurence, of Hartford, where she lived until September, 1845, when she died at the age of eighty-eight years.

Although being twice married, we are told that Hale's betrothed never forgot her martyr lover. Ever before her memory always stood the gallant, handsome Nathan Hale, with the bloom of health upon his cheek, that was there when he spoke his last farewell at the little garden gate of her mother's cottage. She could still see him before her as on that beautiful but fateful September afternoon he stood before her with the fire of patriotism kindling his youthful figure into glorious manhood.

Over seventy years passed after Captain Hale had given his life to his country before she who was betrothed to him was summoned by the angel of death. The messenger found her ready, for she had waited patiently for many a long year.

Waiting, and for whom? During the delirium of her last illness she called repeatedly for "Nathan," and talked to him of the days when they had been together, and with his name upon her lips she crossed the silent sea to meet him.

She possessed a miniature of Hale and many of his letters, but they disappeared many years ago, and there is no likeness of the young martyr extant.

In describing the personal appearance of Hale, Dr. Enas Munson, of New Haven, who was a surgeon in the Continental army, says: "He was about six feet in height, perfectly proportioned, and in figure and deportment he was the most manly young man that I ever knew. His chest was broad; his muscles were firm; his face wore a most benign expression; his complexion was roseate; his eyes were light blue, and beamed with intelligence; his hair was soft and light brown in color, and his speech was rather low, sweet and musical.

Why, all the girls in New London fell in love with him, and wept tears of sorrow when they learned of his sad fate. In dress he was always neat. He was quick to lend a helping hand to a being in need, whether brute or human. He was continually overflowing with good humor and was the idol of his acquaintances.

"It is said that Mrs. Laurence, Hale's betrothed, who died in Hartford about three years ago (1845) at the age of eighty-eight, had a miniature likeness of him. Hale wrote several letters to my father after he left college. I found one of them among his papers after his death. It was written in New London, where Hale was then engaged in school teaching. It is as follows:

"SIR: I am very happily situated here. I love my employment; find many friends among strangers; have time for scientific studies, and seem to fill the place assigned to me with satisfaction.

"I have a school of more than thirty boys, about half of them in Latin, and my salary is satisfactory. During the summer I had a morning class of young ladies—about a score, from 5.00 until 7.00 o'clock, so you see that my time is pretty well occupied, profitably, I hope, to my pupils and their teacher.

"Please accept for yourself and Mrs. Munson the grateful thanks of one who will always remember the kindness he ever experienced whenever he visited your abode.

Your friend,

NATHAN HALE."

Such is a review of the services and death of Nathan Hale. That his country has not been ignorant of his services is attested by a number of monuments erected to his memory. Among those can be mentioned the one erected in 1877, in the capitol at Hartford, Conn.; also the one by Mac Monies, erected in 1893, by the Sons

of the American Revolution, near the place of his execution in the City Hall Park, New York. On the pedestal are engraved the immortal words spoken by him as the hangman's noose was about to be adjusted around his neck.

On June 6th, the anniversary of his birth, about nine years ago, the old school-house where he taught before he went away to die in the service of his country was turned to the Connecticut Society of the Sons of the Revolution, and by them dedicated with appropriate ceremonies.

The statue that is erected on the campus of Yale University, designed by William Orduay Partridge, is an admirable work of art, and the sculptor has succeeded well in expressing in the features of Hale the patriotic fervor of the young martyr in the cause of the new nation.

Had it not been for the summary manner in which Hale was executed by the orders of Howe it is improbable that Maj. John Andre would have been executed by the Americans as a British spy four years later. The fires of revenge burned steadily, and the watchword of "Remember Nathan Hale!" rang fiercely through the American lines when the capture of Andre became known and ended only with his execution on October 2, 1780.

One hero dies—a thousand new ones arise,
As flowers are sown where perfect blossoms fall—
Then quite unknown—the name of Hale now cries
Wherever Duty sounds her silent call.

With head erect he moves, with stately face,
To meet an awful doom—no ribald jest
Brings scorn or hate to that exalted face,
His thoughts are far away, poised at rest.

Now on the scaffold see him turn and bid
Farewell to home and all his heart holds most
dear,
Majestic presence—all man's weakness hid,
And all his strength in that one hour made
clear—

"I have one last regret—that is to give
But one poor life that my own land may live."
—William Orduay Partridge.



Stub Ends of Thought

By ARTHUR G. LEWIS.



EXPERIENCE is the only everlasting life lesson that we learn.

WHAT we do not know can only be ascertained by what we have learned.

IT is but an endless forgiveness, this life of love, and all that holds it together.

A morbid overflow of good intentions often proves the obstacle to real results.

TEMPTATION is only a sin when it is a self-constructed environment that creates it.

INDIVIDUALISM is a stone of isolation that sinks us below the surface of fellowship.

THE only rational study of human nature is what we find out about ourselves.

THEY only serve who stand and wait for others' orders, and on other brains depend.

SUCCESS in love too often means merely an exchange of responsibility for gratified sentiment.

IT takes only a little philosophy to resign us to a condition that we more than half desire.

LEGITIMATE genius at once leads from conception to expression and thence to effort and result.

WHEN a woman's faith is as great as her intuition, there will be no foundation for her uncertainty.

THE fellow that does not know destroys more revenue than the one who does know creates.

IT is difficult for us to forgive in others those things which we could never have forgiven in ourselves.

THE parent of prosperity and success is work, earnest and enthusiastic effort, in just one direction.

THE kiss of regret is merely an evidence of acknowledged weakness when it is the aftermath of thoughtless neglect.

To do less than we are able to accomplish is to anticipate failure and purposely acknowledge our own weakness.

IT is better to learn from another how to accomplish something right than to construct it on undigested theories of our own.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

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CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 30, 1909.									
EASTWARD									
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	AM
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25
Ar. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	11.50	3.50
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35
Ar. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00
	PM	PM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 30, 1909.									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
Lv. NEW YORK, 23D STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50
Lv. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21
Ar. BALTIMORE, CAMDEN STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23
Ar. BALTIMORE, MT. ROYAL STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE MAY 30, 1909.									
WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	NOTE.
Lv. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM		
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM		
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM		
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM		
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM		
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM		
Ar. DEER PARK HOTEL									
Ar. PITTSBURG			6.45 AM		9.40 PM	6.25 PM	8.50 AM	Lv 5.25 PM	
Ar. CLEVELAND			12.00 NN						
Ar. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		Lv 5.15 PM	
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM	
Ar. CHICAGO		5.15 PM			9.45 AM			7.30 AM	
Ar. CINCINNATI	8.05 AM			5.35 PM		1.45 AM			
Ar. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 AM			
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM			
Ar. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM			
Ar. CHATTANOOGA				6.20 AM					
Ar. MEMPHIS	11.25 PM			8.45 AM					
Ar. NEW ORLEANS	10.55 AM			8.15 PM					

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 30, 1909.									
EASTWARD									
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY		
Lv. CHICAGO			5.40 PM	10.40 AM			8.30 PM		
Lv. COLUMBUS				7.00 PM					
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM		
Lv. CLEVELAND			7.30 PM		3.00 PM				
Lv. PITTSBURG			8.10 AM		10.00 PM				
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.00 PM	9.28 PM		
Lv. LOUISVILLE	2.10 PM	* 8.10 AM				2.30 AM			
Lv. INDIANAPOLIS	2.25 PM	* 8.05 AM				4.32 AM			
Lv. CINCINNATI	* 6.35 PM	12.15 PM				8.00 AM			
Lv. NEW ORLEANS		9.15 AM				7.10 PM			
Lv. MEMPHIS		8.35 PM				6.35 AM			
Lv. CHATTANOOGA	5.05 AM	12 05 NT							
Lv. DEER PARK HOTEL									
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM		
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM		
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM		
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM		
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM		
Ar. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM		

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

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No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

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No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car New York to Grafton. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Grafton to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Washington. Buffet Parlor Car Cumberland to Baltimore.

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 G. W. SQUIGGINS, City Passenger Agent; G. W. PAINI, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent.
 Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
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BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
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COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
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Lv BALTIMORE, Mt. Royal Station 6.09 pm
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Ar WASHINGTON, Union Station.. 7.00 pm
Lv WASHINGTON, Union Station.. 7.20 pm
Ar RICHMOND, Elba Station.....10.30 pm

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Ar BALTIMORE, Mt. Royal Station 3.52 pm
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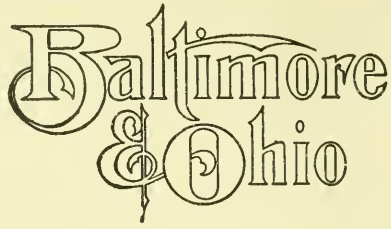
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CALENDAR - 1909



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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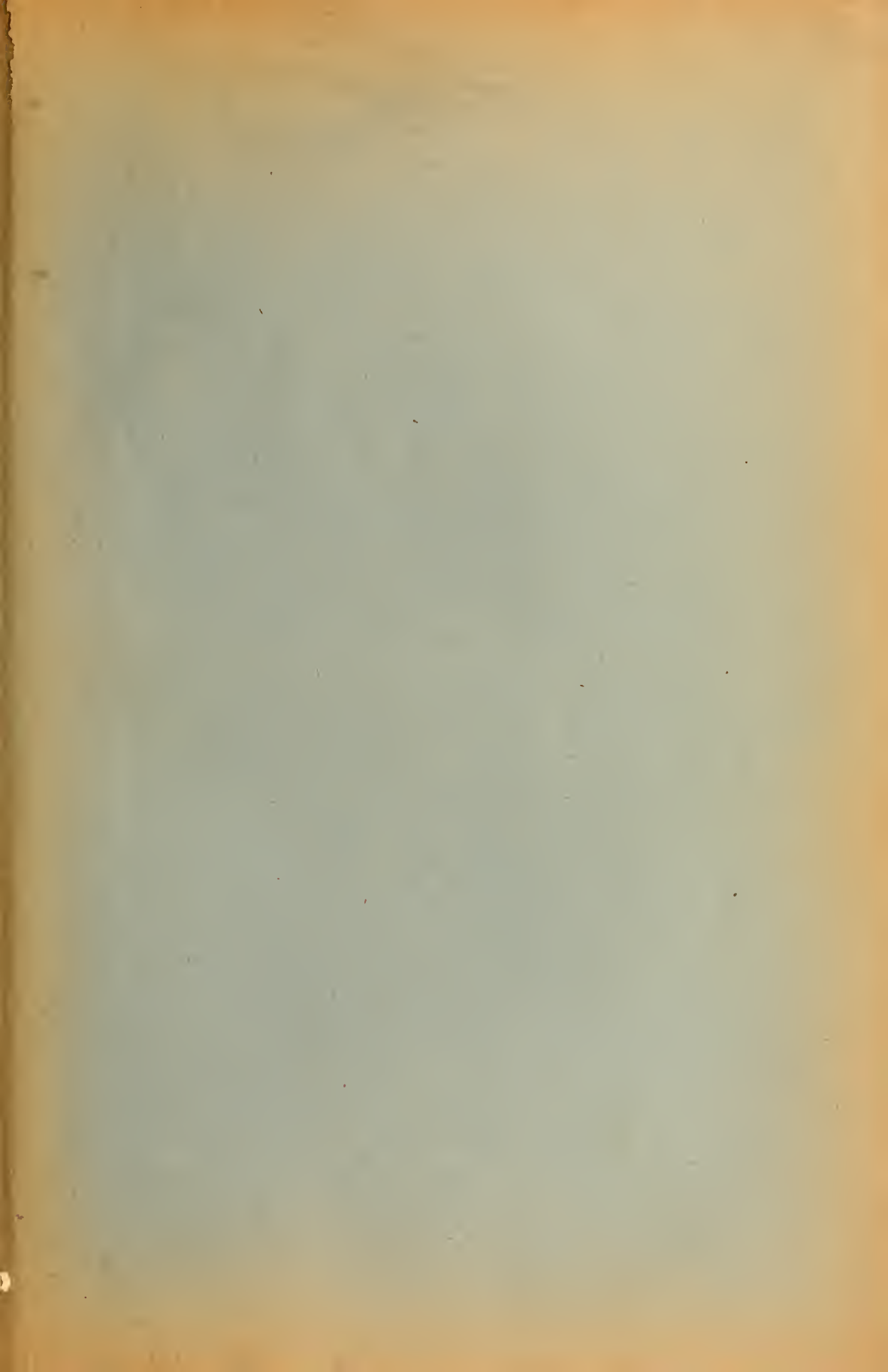
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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